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BRITAIN'S MOTOR SPORTING WEEKLY

IN THIS ISSUE

**NORTH-WEST LONDON
M.C. "GLOUCESTER" and
CHILTERN HILLS TRIALS**
Full Reports and Pictures

**THE MONKHOUSE
RACING CAR**

**WHY WAS IT CALLED
THE LE MANS?**

Vol. I No. 16
December 8, 1950





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BRITAIN'S MOTOR SPORTING WEEKLY

Incorporating "THE MOTOR CLUB"

Managing Editor: GREGOR GRANT

Vol. I No. 16

December 8, 1950

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EDITORIAL

A CORRESPONDENT, who is also a competitor, thinks that the general public should not be encouraged to spectate at trials. He maintains that damage to property will inevitably result, as the majority of trials sections are contained in privately-owned property, which is permitted to be used by the benevolence of local landlords. Whilst the argument may be sound, AUTOSPORT cannot subscribe to any opinion that tends to make motor sport a closed shop. Admittedly trials are run more for the benefit of competitors than in any other form of the Sport, but every club has a duty to its members to see that every possible facility is provided for that section of the community which has a genuine interest in motoring as a sport. To deny the public access to trials sections would indeed be a short-sighted policy. Club members bring their friends; these friends may bring other people who know nothing about motoring events. As a result, more and more recruits are added to the ever-increasing numbers who follow motor sport. Which is as it should be.

In any case, it must be a very rare occurrence for a club to be allowed to use ground for a trial, with the proviso that there must be no spectators. The well-organized events promoted by the North-West London and Sheffield and Hallamshire Clubs owe much of their popularity to the fact that they have been made attractive to both competitors and spectators alike. The same could also be said of the pre-war M.C.C. trials which drew enormous crowds to Beggars Roost, Park Rash, Bluehills Mine and other noted hills.

* * *

AUTOSPORT offers its congratulations to Stirling Moss for gaining the 1950 B.R.D.C. Road Racing Star, and to George Abecassis and Lance Macklin for being awarded jointly the E.R.A. Trophy for the best performance abroad by British drivers in a British-made sports car. Moss, "driver of the year", by virtue of his deeds with H.W.M., Cooper and Jaguar has thoroughly earned his honour. It is significant that Abecassis and Macklin, who won their class and shared the "Indice de Performance" prize at Le Mans with their DB2 Aston Martin, should also have been concerned with Moss in the very promising showing of the Formula Two H.W.M.s during the past season.

OUR COVER PICTURE

SPORTS-RACER: A Rosenthal shot of Maurice Trintignant at Montlhéry in one of the fast 1½-litre Gordini-Simcas, now marketed as the "Grand Sport" Simca.

Pit and Paddock

NEXT week, John Bolster will write on "Driving in Sprints", a subject with which Bloody Mary's creator has had as much practical experience as anyone.

FOR next season's Formula 3 racing, at least one D.B. may appear with a "double-knocker" Norton engine. Incidentally D.B.s will not sit back after seeing Kiefts take away so many of their International Class Records.

INVITATIONS are out for the Christmas Candlelight Party for 500 c.c. motor racing enthusiasts and friends at "Bettrington", Chislehurst, on 16th December. Arrangements are in the very capable hands of Ken Carter.

A PAPER on the production of the XK 120 Jaguar will be read by Mr. John Silver, to the Institute of Production Engineers (London Graduate Section) at 36 Portman Square, London, W.1, at 7.15 p.m. on 14th December.

EIGHTEEN Dellowes appeared in the "Gloucester", and nine of them figured in the awards list. Ken Delingpole and Ron Lowe must be congratulating themselves on thinking up the idea of series-built trials cars less than three years ago.

AMONGST the many amenities for competitors arranged by the re-formed Monte Carlo British Competitors' Club is a special weather report on the Valance-Gap section to be sent to the Paris Control. The Club's H.Q. at Monte Carlo will be at the Hotel Metropole.

CHELTENHAM M.C. once again takes a prominent part in the organization of the R.A.C. Trials Championship, which takes place in the Cotswolds on 16th December. The club is holding a special briefing session for marshals at Priory Lawn on 14th December.

A CORRESPONDENT suggests that speed hill-climbs would be made more exciting if competitors were started in pairs. Even more so, we should think, if they were sent off in opposite directions.

THE F.I.A. has granted Britain ten additional speed and endurance records, to those already confirmed as being put up by an Austin A40. These are French National, and Montlhéry local records (Class F) and comprise 15,000 kilometres (65.59 m.p.h.), 10,000 miles (60.00 m.p.h.), five days (65.52 m.p.h.), six days (65.62 m.p.h.) and seven days (59.58 m.p.h.). Austins have taken 171 different records in the sixteen months from April, 1949, to August, 1950.

GOOD story is of the enthusiast who purchased a hybrid, and asked the previous owner if he had any instruction books relating to the car. As a result, no less than six handbooks were forwarded—all relating to different cars.

NEXT year's German Grand Prix meeting at the Nurburg Ring will include races for Formula 1, 2 and 3, and sports cars as well. It seems reasonable to suppose the Germans hope to have a "home" entry in the Formula 1 race to resist the foreign challenge. Also at Nurburg in 1951 will be a twenty-four hours endurance "Epreuve", which is to be an international event. Listing of an international meeting at the Grenzlandring, the Eifelrennen, and the old-established Wiesbaden Meeting, offer further evidence of the German revival.

RUNNER-UP to Cyril Bold in the B.T.D.A. Star would appear to be Gordon Mosby. Although Cuth Harrison was placed higher than Mosby in the "Gloucester", the latter finished in the first five in order of merit and thus made certain of remaining above "T.C."

CERTAIN well-known racing driver received proofs of his Christmas cards from the printers. Somehow or other the Yuletide greetings became mixed up with someone else's cards and he was astonished to read:

"If a silver flash should come to thee
It is the fairy on your Christmas tree."



UNDER NEW MANAGEMENT: Mick Beardshaw in the Yorkshire S.C.C.'s "Pennine" with the Wharton which he recently acquired from Bernard Thompson. A new radiator cowling has been added since Ken Wharton parted with it.



BUTTERCUP: Remarkable behaviour of the front wheels of Ken Rawlings's well-known Vanguard Special on Nailsworth Ladder during last Saturday's "Gloucester".

Cyril Bold on Top in "Gloucester"

FIFTEEN CLEAN SHEETS IN NORTH-WEST LONDON M.C.'s CLASSIC—WALLY WARING'S BAD LUCK—COLD SLAD MUD BATH PLAYS HAVOC WITH SOUTHERN DRIVERS—BREAKHEART CLAIMS MOST VICTIMS

CYRIL BOLD, by virtue of a superior aggregate in the two special tests, proved to be best of the fifteen "clean sheet" competitors out of seventy-eight starters for the North-West London M.C.'s thirty-second "Gloucester", held in the Cotswolds on 2nd December. This year, the event was divided into two loops, the odd numbers taking one circuit, and the evens the other. The arrangement meant that for once, practically everyone clocked in at the finish before dark.

There was an unusually high proportion of non-starters, the sixteen who failed to report including Leslie Onslow-Bartlett, Tony Rumfitt and Edgar Wadsworth. The usual N.W.L. slick organization prevailed, and it could scarcely be called the fault of the organizers that the duplicator broke down at the finish, thus preventing the distribution of results

sheets before competitors wended their way homewards.

Even numbers were dispatched first to Bownham, where only E. V. Woodall (1,172 Wolseley-Ford) and B. B. Lindon (918 Morris) required assistance. Later in the day, the "odds" failures numbered three; these were T. Harrison (933 T.H.)—not "Cuth"—J. Hartley-Smith (1,089 H.S.), and J. R. F. Panton (3,622 Allard).

Ham Mill took a toll of nine from both loops, including Dave Price (1,172 Price), who looked most astonished to find himself stationary. Cold Slad, which has no gradient worth mentioning, was in a dreadful condition, a sea of mud forming the lower regions in which competitor after competitor churned to a hopeless standstill.

The even numbers were set to tackle this mud bath first. Half a

dozen folk, including Ken Burgess (3,917 Allard), Jim Appleton (1,486 Appleton), Godfrey Imhof (1,172 Imhof) and Alf Morrish (939 M.G.) failed to squelch their way through, thus early putting paid to a strong southern challenge. Morrish did get through the mud, only to stop in the third section. However, Vic Biggs (1,172 Ford) proved that the mud had bottom, and successfully ploughed his way through the gate, and on to the top.

A long period elapsed before another competitor fought his way through. This was N. E. Weston in his 1,172 Dumbo. He was immediately followed by Gordon Mosby (1,172 Ford), Maurice Wilde (1,172 Ford) and Cuthbert Harrison (1,172 Harford). This accomplished trio made it look simple, and several successful attempts followed their

(continued overleaf)

RESULTS

Gloucester Cup—Cyril Bold (1,080 Bold).

Thomas Cup—Cuthbert Harrison (1,172 Harford).

Committee Cup—Ken Burgess (3,917 Allard).

First Class Awards—Gordon Mosby (1,172 Ford), Michael Lawson (1,172 Lotus), Cyril Corbishley (1,442 C.C.S.), E. W. Vero (1,172 Dellow), C. E. Crump (1,172 Marden), E. G. Spence (1,172 Spence), Louis Oliver (1,172 Oliver), A. W. Lilley (1,172 A.W.), Johnny Clegg (1,172 Clegg), Reg Phillips (1,486 Fairley).

Second Class—V. Ostroumoff (1,172 Dellow), A. E. A. Day (1,172 Dellow), Ron Lowe (1,172 Dellow), Gilbert Best (939 M.G.), R. Kemp (1,172 Kemp), C. Brough (1,172 Dellow), Norman Terry (1,172 Dellow), L. G. Evans (1,172 Dellow).

Third Class—Gerry Pentony (1,450 Cyclops), H. E. Roberts (1,172 Roberts), D. F. H. Cotton (1,172 Cotton), A. G. Perks (1,172 Dellow), Mick Beardshaw (1,190 Wharton), Dr. J. T. Spare (1,172 Whiteford), K. Bagley (1,172 Bitzerford).

Team Prize—Sunbac (Rawlings, Tracey and G. D. Waldron (1,172 Dellow)).

Entry—94. Non-starters, 16. Retirements, 7.

(Left). Gilbert Best's much-modified PB Midget rocketing up Breakheart in the N.W. London M.C.'s "Gloucester".



The "Gloucester"—continued

example. In all, twenty-two of the evens brigade lost marks.

In the odds category twenty-three sullied their sheets. The south lost another possible in Cotton, who stopped after appearing to be well under way. Mick Beardshaw in the Wharton was another surprise failure as this car appears to have been built for the sort of mud that Cold Slad offered.

Longridge saw only sixteen drivers meet their Waterloo, which total included Maurice Wilde, who broke his gearbox after passing the first section, and had to abandon the white Ford till the event was over. Subsequently team-mates Mosby and Harrison extricated him.

Easy Juniper

Juniper was as easy as it has ever been. However, the big cars had plenty of trouble. Len Parker in his rear-engined machine stopped in section five. In the over-3-litre brigade, only Ken Burgess (Allard) Alec Francis (H.R.G.-Mercury) and H. Cocker (H.C.) managed to reach "Observed Section Ends". Many of



H. F. Brayshaw's interesting torsion-bar l.f.s. lightweight special about to come to rest on Breakheart.



C. R. L. Nicholl's Ford V-8 makes light work of Nailsworth Ladder's once notorious step.

the regulars treated the once infamous hill as a speed event. Cyril Corbishley, for example, rocketed up in second gear with his Vauxhall-powered car, whilst Gilbert Best and Alf Morrish urged their blown Midgets up with nostalgic Abingdon exhaust notes. It fell to an unlucky thirteen to drop marks on Juniper.

Breakheart Causes Trouble

Breakheart was a different kettle of sea-food. This hill is admirably named, for no one can say with any proper conviction that they can conquer it, wet or dry. On this occasion, recent heavy rain had washed away much of the clay, revealing two wicked steps above the second hairpin. C. R. Hardman (Dellow), number one on the programme, led the "odds" with a successful assault, and gave everyone a false impression that the famous Dursley hill was not in stopping form.

Vic Biggs followed three failures, and he, apparently romping up, jammed on the first hairpin. E. W. Vero (Dellow), on the other hand, made an excellent climb, judging the double-hairpin to a nicety. Readings halted on the first step, and J. C. Smith (Bartlett) on the second. H. F. Brayshaw in his interesting, torsion-bar i.f.s. lightweight car, tried wall of death methods without avail, and the two Roberts, D. G. P. and R. S. in Falcon and Robros respectively also ceased forward motion.

A third Roberts, "H. E." stopped the rot with a successful bouncing attempt in another Robros, which must have the shortest wheelbase of any trials car. L. G. Evans (Dellow) arrived at high velocity, hit the first step, and only just crept up aided by

energetic bouncing. Dennis Cotton also came high up in the bouncing stakes, and gave an audible sigh of relief as he safely reached the top.

Gilbert Best (M.G.) hurled his little car round both hairpins, sending photographer Phillips scurrying to safety, not, however, before he had pressed the trigger. Johnny Clegg (Clegg) bounded up rather in the style of the pogo-stick of the 'twenties. Michael Lawson (Lotus) took the bank high up, and his experience enabled him to continue non-stop where many a driver would have lifted his foot.

Ron Lowe delighted onlookers by inspecting the hill clad in vivid red socks. He still has to register a clean

climb of Breakheart which is by way of being his bogy hill. Louis Oliver (Oliver) was particularly neat and never looked like stopping, as were A. W. Lilley (A.W.) and Mick Beardshaw (Wharton). Cyril Bold (1,080 Bold) made it look absolutely simple.

The grand total of odd number failures was twenty-four, which included Wally Waring (Dellow) who had the bad luck to have his bottom gear jump out and lose him all chances of runner-up position in the B.T.D.A. "Star", Ben Brown, who blew out a plug on his Dellow and Ken Bailey who stopped for no apparent reason whatsoever.

Atkinson's Dreadful Moment

In the twenty-one "evens" failures, Pat Atkinson (Austin) had a horrifying moment when his steering wheel snapped off at the boss, leaving him not even a spoke with which to direct his little red machine; Jim Appleton halted on the second step. Ron Faulkner just bull-dozed the big Mercury up, showering everyone with lumps of clay. Corbishley trickled up effortlessly, as did C. E. Crump with his admirable Marden. Reg Phillips (Fairley) went up with just the right amount of throttle, but Ken Rawlings (2,008 Vanguard) stopped on the step. Lew Tracey

(continued overleaf)



ALLEZ OOP: Cuth Harrison's Harford becomes temporarily airborne on Nailsworth. He won the Thomas Cup.

The "Gloucester"—continued

(Dellow) and Alec Francis (H.R.G.-Mercury) were outstandingly good.

Fort only stopped ten people, and Nailsworth Ladder one less. The "Ladder" was dead easy, even the notorious hump having lessened considerably.

To complete his day of misfortune, Wally Waring broke his rear axle a mile from the finish, and had to retire. Usually he takes the car to

distant events on a trailer, but on this occasion he arrived in the Dellow. He actually put up best aggregate in the special tests, but was of course out of the running because of his Breakheart failure.

In Test I, Gerry Hancock (Dellow) and A. W. Lilley (A.W.) tied for fastest with 17½ secs.; next best was Cyril Bold (17½ secs.) Test II went to Waring and Rawlings, who both achieved 17½ secs. Pat Atkinson (Austin) was next with 17½ secs.

were lined up opposite the Griffin Hotel in a somewhat chilly Amer-sham, first competitor going off at 10 o'clock. The initial section, Featherbed Lane, was merely a "warmer-up", worrying no one: however the event grew stiffer as it progressed. Hollyhill Wood was stickier and failed eight drivers, but Smith (Bartlett) Jackman (Dellow) and Biggs (1,172 Ford) all took it in their stride, as did Day (Dellow), Buckler in the Buckler Special and trials débutante Pamela Price, daughter of D. W. Price, and handling his Price Special.

Ford-Powered Bartlett Wins

J. C. SMITH BEST IN CHILTERN HILLS TRIAL

THERE were several surprises in the Chiltern Car Club's Trial run last Saturday over a forty-mile course in the Chiltern Hills—some being pleasant and some not. There was no rain to make things over-tricky, no fog to make them invisible. Instead it snowed, and as a change from the customary 1950 wringing out of soaked garments, waiting at sections in the wide open Chiltern spaces was notable for hand beating and blowing to restore circulation.

In short, it was cold, but also dry, for the snow was light and wind keen, so that the course planned by the Chiltern Car Club was less difficult than anticipated. It was disappointing that there were several prominent entrants who non-started, among them being Leslie Onslow-Bartlett with his now notorious J.A.P. engined special, Ben Brown (Dellow), Ken Burgess with his Javelin-based Special and Todd (Dellow).

The twenty remaining competitors

Shillinridge Fails Five

Shillinridge, a damp, leafy but fairly short climb, looked at first to be a repetition of the Featherbed "cake" for a good hard core beneath the "top dressing" affording the cars abundant grip, the wheels of some even disdaining to spin in getting under way, Derek Buckler motored up with more than considerable ease. Then N. H. Overton (1,131 Standard) dug himself a nice trench in attempting to get off the mark, and had to give the hill best, after which W. W. Paul (Allard) could not get his wheels to bite in the churned up surface, although after running back a little he just managed it, with smoking tyres. Miss Elizabeth Store (1,172 Austin) did a model climb and so did Miss Price, but A. S. Friend with a 1,100 c.c. H.R.G. had a job getting under way; he looked as if he might manage it until a gear jumped out. Altogether there were five failures on Shillinridge.

The next section, Widmere, was close by, and incorporated a special test which was followed by a lunch check at the Brickmakers Arms, Moor End Common. This gave opportunity for Pam Price's passenger to rectify clutch slip on the Price Special, surely one of the neatest of trials specials. Fortified by sandwiches and beer, the competitors next made their way to the *pièce de résistance*, a hill practically one mile long, with a devilish hairpin turn half-way along, followed by a steep



E. J. Chandler (Ford V-8) charges through the gate on Jackson's Folly during the Chiltern Hills Trial.



(Above). C. F. Crosby's Vauxhall on the point of settling down in the mud of Jackson's Folly in the "Chiltern".

(Below). Miss Pamela Price (1,172 Price) on Hollyhill. She was one of the few awards-winners in the Chiltern Hills event.

climb between gateposts, a turn to the right and then up-up-up a steep, muddy incline, a dip, a rise, and over. This was Jackson's Folly, and had the weather been wet this new hill would surely have reaped a richer harvest of failures. The experts like Biggs, Day, Smith, etc., and with them we must include the ladies, Misses Store and Price—took it calmly, but a surprise failure was C. F. Crosby's Vauxhall, while poor Paul seemed to be having a bad day with his big blue Allard.

Paul's Predicament

On attempting the hairpin on Jackson's, he found his car completely unmanageable, a front tyre having deflated. Much manhandling got him into the slushy "escape road", where, with a despairing cry, "Is there any firm ground around here?" began the struggle with jack and spare. Of course, as luck would have it, a following car, C. W. Harrison's standard looking Morris 8 Tourer, also stopped on the turn, but with sanctuary denied it in the escape road, was pushed bodily up to beyond the gateposts, from which, later on, it valiantly completed its climb. The H.R.G. again jumped out of gear at a crucial point, and in all Jackson's Folly accounted for eight failures.

A second special test followed in which cars stopped with dead engines



at point A, went forward and crossed line B with all wheels, then reversed to re-cross B, then forward to stop astride line C. The complications of this fogged a number of folk, who lost time in re-starting their engines, or reversed back too far.

The sternest stuff came last of all, at Crowell, a villainous-looking leaf-strewn grade approached by a chalky track which scored quite a few abrupt pedestrian "failures". The hill was divided into Crowell 1 and 2, the first a fairly straight climb (which stopped only two cars) continuing to 2, which incorporated a tree-infested turn, made the more treacherous by sloping steeply down-

wards on the outside, and followed by a steep rutted climb to the end. Some really fine driving was to be seen on this section. Those trees were very close and very solid, and car after car slid helplessly to within inches of them. Smith's Bartlett was one of the first to get through and up, and Hancock's red Dellow, Biggs and Day all climbed unimpeded. After a number of failures, among whom was Miss Store who almost bore off two stalwart larches on her scuttle, Pam Price took her father's car up in rousing fashion, and Buckler proved the sole remaining conqueror of Crowell.

The hapless Paul's Allard, taking a short cut to the top after stopping lower down needed much manpower

to assist it to the upper slopes, but halted there, tyres smoking, and radiator boiling, to be hauled out by a Jeep. In this humble fashion he nevertheless finished the course, which the unfortunate G. C. Harvey could not do, for the 1,496 c.c. Meadows engine of his Dellow developed big-end trouble on Jackson's Folly.

RESULTS

Chiltern Hills Trophy

J. C. Smith (1,172 Bartlett).

1st Class Awards—V. S. A. Biggs (1,172 Ford), A. E. A. Day (1,172 Dellow).

2nd Class Awards—G. L. Hancock (1,172 Dellow), Miss Pamela Price (1,172 Price Special).



GOING (Left). Don Ackernley in Maurice Wilde's Ford entrenching himself on High Moss I in the "Pennine" and GONE (Below) Johnny Clegg (Clegg), thoroughly embedded at the same spot.

and heather with a deep groove which claimed several victims. People who persuaded their models up better than most were Bateman (V-8), C. D. Wilson (F.M.B.), Carmichael (Dellow), Beardshaw (Wharton), Winder (Ford), Moncrieff (Austin), Mosby (Ford), Harrison (Harford) and Ackernley in Wilde's Ford.

High Moss I was reputed to have been made more trialsworthy by the Wilde-Lister conspirators. However, as no one reached the alterations, perhaps it was wasted effort. Main trouble was a deep trench, hard against the right-hand bank, which caused many involuntary excavations. This terror-hill was subdivided into five sections, but only Mosby, Clay, A. J. Lilley, Aldred and Harrison passed the first marker. Johnny Clegg was amongst the several who attempted to infer their motor-cars in the trench, but others merely made

(continued on page 507)

Yorkshire S.C.C.'s "Pennine"

SPORTING CLOSED EVENT IN RIPONDEN AREA

GORDON MOSBY added the "Pennine" to his list of 1950 successes on 26th November. This Yorkshire S.C.C. event is run in the Ripponden district, an area not normally invaded by mudpluggers, consequently the locals are anything but antagonistic. Also, the hostellers have the right ideas about ham-and-eggs and other refreshments.

Organizers Maurice Wilde and Jack Lister provided four familiar hills and a special test during the morning session, followed by a couple of "hush-hush" sections in the Calder Valley. The first hill, New Inn, caught out twenty-three of the forty starters, including Rhodes's BMW and Noble's Ford. This was due to thawing of a heavy overnight frost. In fact, only George Woods's V-8, of the larger cars, progressed more than five yards from the start.

Next on the programme was Grey-stones, an eighty-yard affair of clay



Portrait Gallery

H. J. Morgan



Copyright reserved for the artist

By A. T. M. Acket

SECRETARY of the British Automobile Racing Club (ex-Junior Car Club), John Morgan was mainly responsible for organizing the first post-war British road race, which was held in Jersey in 1947. He has been a prominent figure in motor-club life for several years, and, after taking over from L. F. (Bunny) Over, has watched the J.C.C. grow up to become the powerful and influential B.A.R.C. A feather in John Morgan's cap was the appearance of a B.R.M. at the closing Goodwood meeting this year.

RUSSELL LOWRY'S

NORTHERN LIGHTS

TRIALS TROUBLES—UNSUNG HEROES—SOUTHPORT VINTAGE SUNDAY
—THAT BARTLETT SPECIAL—B.T.D.A. BEFOGGED BUT ALL PRESENT

STRONG opinion is held in the north that it should be possible to establish a definite place-order when working out trials' results, instead of the existing basis which generally consists of "Best Performance of the Day", and "Best in Opposite Class", followed by a varying number of subsidiary "Bests" and the First and Second Class Awards, on percentage or similar grounds. Under the latter system, the loser of an astronomical number of marks may still acquire eminence as a trophy winner, if he happens to be in a class with a comparatively small entry. Other people who have done much better may find themselves unrewarded in a more popular category. There would certainly be advantages in the establishment of a definite order of merit, irrespective of engine capacity, but there are so many arguments on both sides, that I feel the matter should be the subject of debate, after which, perhaps some enterprising club or clubs will start the ball rolling. A space is being carefully cleared on the Northern Editorial desk at 65 South John Street, Liverpool, to receive letters on the subject.

* * *

ANOTHER subject for debate is provided by the eternal grumble about trials being decided on the special tests, instead of on the hills themselves. An honourable exception was provided recently by the Rhyl Club's Regal Cup Trial, in which Ken Bailey won by a good margin on hill-climbing alone. But it is a fact that the last few gymnastic seconds generally have far too much importance. The suggested alternative is the inclusion in every trial of a really snorting hill, to be taken on a "furthest up" basis. I cannot see, personally, that this would always provide a solution, as such hills generally have a critical hump, rock or gully, which stops even the two or three highest altitude contestants, and there we are "back to Miss Hay again". Moreover, this "furthest up" business will tend to encourage the inclusion of definitely dangerous sections. This is already a perceptible tendency, and in many trials of to-day, there are obstacles which verge on the blood-curdling, especially for unfortunate passengers.

* * *

FILLING up at a garage on the outskirts of Shrewsbury the other day, the "Northern Lights" eye was caught by a very potent-looking chassis occupying a corner of the maintenance bay. Discreet inquiry revealed that the boss's son, with the aid of some of the lads, was "having a bit of fun". The chassis and axles had been cut down, and the straight eight engine, bearing no identification marks but said to be a Roosevelt, had been rebuilt. Not being very well up in American cars, "Northern Lights" tried

to look knowing, while searching for a clue. The whole car had apparently spent some years in an open field, prior to the present rebuilding activities. The intention now is to fit a blower and see what happens. Everybody seems to be very keen, and local sprint lists will be searched for dark horses next season.

* * *

MANY hard things were said about Bwlch y Groes during and after the 1,000 Miles Rally, although I like to think that a few people registered a kindly thought for the band of enthusiasts who manned the hill at great personal effort and discomfort. Having tried many times to stick up for that unsung, unthanked worker-in-the-background, the Trials Helper, I am particularly glad to have a first-hand account of the Bwlch y Groes expedition. A party of six left Birkenhead at 9 a.m. on Thursday morning, with two cars and a lorry, the latter loaded with storm lanterns, a brazier and two hundredweight of coke, together with food, drink, etc. After lunch at Bala, camp was established at the top of the pass. Remember the date, 9th November, and the altitude, 1,200 feet. One member of the party turned the lorry into a kitchen, and served over 200 cups of tea during the night to competitors and helpers. Forty portions of rabbit stew were made, while the juice was compounded with tins of soup to make a further supply of hot drink. A total of 410 cars (the equivalent of top well supported sporting trials) passed through the Control during a period of twelve and a half hours. Over 100 of these had to be manhandled up the hill. A party of local farmers were of the greatest assistance in this work, and some competitors themselves (to my knowledge) lent a lusty shoulder, although others were quite prepared, it seemed, to be carried from bottom to top. One good lassie carried untold gallons of water from a nearby stream to replenish distressed radiators.

The party of six returned home on Friday at ten a.m., after an absence of twenty-five hours, largely spent in violent exertion. They then resumed their normal jobs of work. A stout effort, if there ever was one.

By the way, the famous pass is spelt Bwlch y Groes, just like that, without any wandering y's in the first word. It means the Pass of the Cross, and there are quite a few of the same name scattered around Wales. Pronunciation is, broadly speaking, *Boolch ee Groice*, and not *Belchie Groce*, as so commonly rendered by most of us.

* * *

THE Sunday morning part of the Vintage Sports Car Club's Southport Week-end escaped normal reporting, as the results weren't ready, but it was certainly a "Northern Light", and must be recorded.

AQUABATICS: Len Melly, known to Northerners as Gillie Tyrer's "mechanicien", is also a king-pin hydroplane pilot when he can tear himself away from the Brescia BMW. Here is Len doing some speed-skimming in "Spiv" during one of the Lancashire Hydroplane Racing Club's meetings at Carr Mill Dam, St. Helens.



After a cheery Saturday evening party, there were one or two missing faces at breakfast, but everyone was on hand for the first of the morning's tests—a cold starting competition—during which competitors had to stand away from their cars, and, on receiving the signal, perform a short sprint, get the motor going, and drive over a line. Whitehouse's Ford V8 scored in this, with Lee's Type 40 Bugatti close second. Bunty Scott-Moncrieff's "Minnow" suffered from stop-and-startitis. Incidentally, the editorial blue pencil made Bunty come from London for the occasion, whereas actually, he had come from the wilds of Scotland. Slowest of all was David Lloyd's 3-litre Bentley, owing to the multiplicity of bonnet straps and dumb-iron valances. Next came a width judging test, in which two posts were adjusted on competitors' own instructions, from a distance of twenty-five yards, the racer having then to prove the courage of his convictions by placing his car in between. G. W. Pay knew the width of his Alfa to 4½ inches. Bunty was even nearer, but when it came to placing the car, he got four inches on one side, and minus one on the other. A suitable climax to a Vintage event was provided by the competition for the Cleanest Engine, and Lee's Type 40 Bugatti was found to be quite outstanding, but Solomon himself could not have judged between Pay's 1½-litre twin-cam Alfa-Romeo and G. N. MacKenzie's 14 40 Sunbeam. In general, it must be said that Vintagents didn't approve of the slapping of aluminium paint over otherwise beautiful engines, and this is a sure way to lose marks for Concours d'Elegance. Elbow grease, me boys, is what you need, and more and more elbow grease.

A thoroughly entertaining Sunday morning was provided for the owners and crews of over forty cars.

• • •

SIGN of the times. An advertisement appeared in a Northern evening paper the other day to the effect that a motoring enthusiast was seeking contact with a like-minded person to accompany him on rallies. It didn't say whether Gd. refs. were req., with or without photograph, nor were off-duty hours mentioned! Seriously speaking though, it would be interesting to see the answers provoked by this insertion in an ordinary non-motoring paper. Certainly, the seeker after a passenger would do better to join a club and get to know his fellow-enthusiasts, from among whom a suitable passenger could undoubtedly be found. Alternatively, I think he'd have done better through the columns of AUTOSPORT.

GREETINGS to the new Harrison-Phillips-Clegg Trials Team, who have assumed the name of "Northern Lights". The christening occurred quite unknown to these pages, but the success of our fellow Aurora Borealis will be followed with much interest.

• • •

THE controversial Bartlett Special is raising varying opinions in the north. It is an extraordinary thing that, apart from Hunt's outlandish machine of a couple of years ago, most of the ultra-special Specials seem to be born in the south. Up here, we can excel without recourse to such extreme measures. That being so, I was a little sad to receive a suggestion that by way of excluding Bonzo Half-Clad's rear engine twin-cylinder vehicle, the R.A.C. should stipulate a minimum length of propshaft. I have poked more fun than most people at special Specials, but am far from feeling that initiative should be stifled by restrictions. Heaven knows, we have got enough restrictions already.

• • •

THE recent fog found sporting motorists (and would-be journalists) as well as ordinary road users, floundering about in search of their objectives, so it is nice to record that the entire Committee of the British Trials Drivers' Association turned up for their meeting in Leicester, where the sitting lasted from two o'clock until seven, after which navigation exercises were resumed, to end very many hours later in the case of more distant members. A fitting effort by the elders of the sport.

Membership of the B.T.D.A. stands at the very satisfactory figure of 167, which total includes twenty-nine Scottish members, the section of which was only formed last April. It is hinted by Denis Flather, Hon. Sec. of the B.T.D.A., that a certain north country trial, not "starred" this season, may be so honoured in 1951, the organization having improved 100 per cent. from the 1949 event.

Why Was It Called the *Le Mans*?

HOW A POPULAR PRE-WAR SPORTS CAR GOT ITS NAME



PROGENITOR This was the Singer "Nine Sports" as modified for the Le Mans race, 1933. The rear seating space was occupied by a large fuel tank as is evident by the filler caps. From this car was evolved the two-seater Le Mans model.

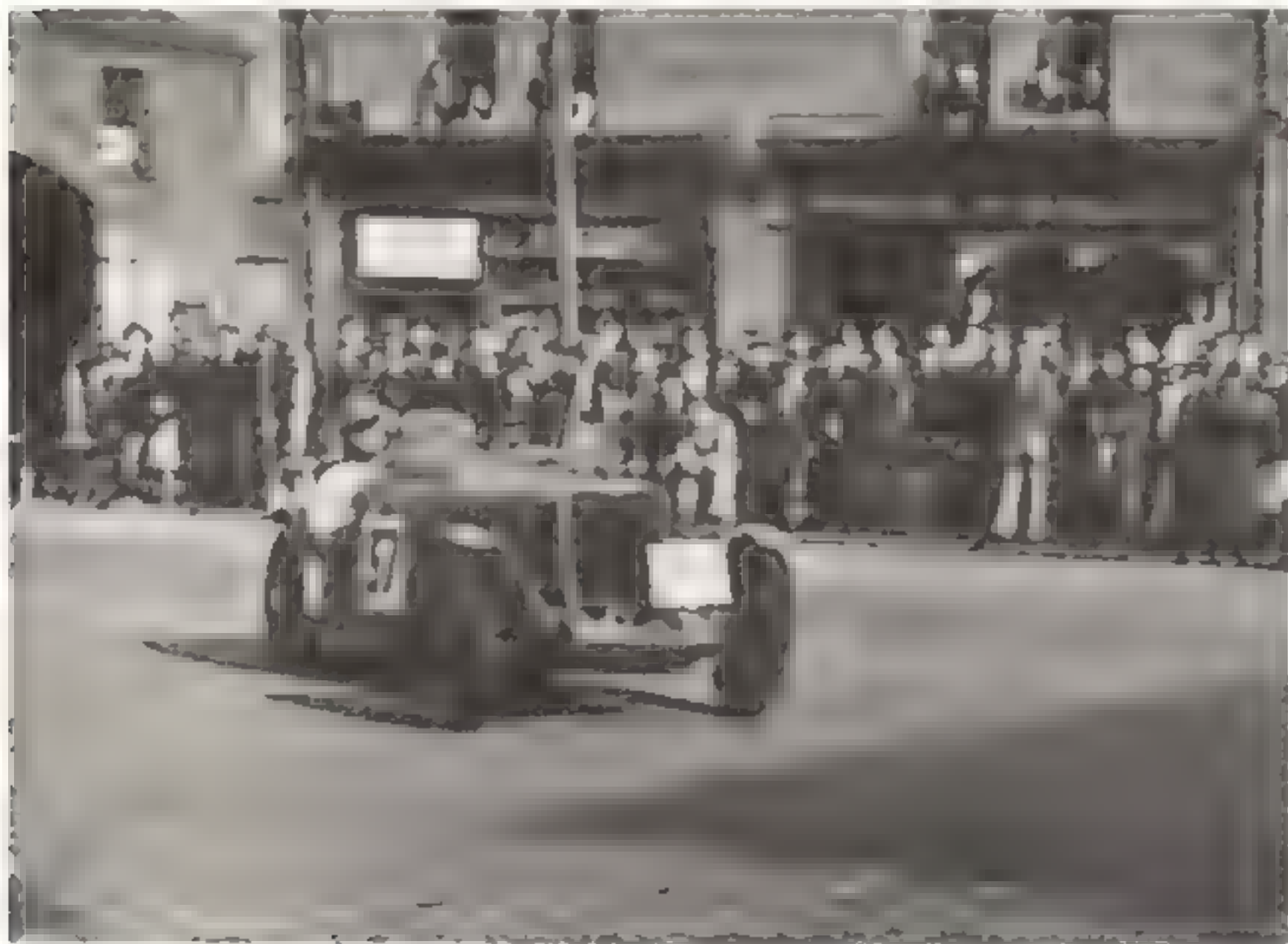
THE soubriquet *Le Mans* has been applied to many a sports car, sometimes with justification, sometimes without. A well-known British sporting car before the Hitler war was the 972 c.c. four-cylinder Singer, which first appeared in 1933 as the *Nine Sports*, and then in sportier style for the 1934 season as the *Le Mans*. It proved a very popular car, both for its gusto and for its low price, but it was the latter, perhaps,

coupled with the mildly pretentious "competition" exterior of the car, which has sometimes caused purists to question its rights to so exclusive a nomenclature.

What then, did Singers do at Le Mans, back in whenever it was? Let us briefly look back on their sporting career and see how it all happened. It began in 1931 when an invigorated version of the staid 8 h.p. "Junior" appeared as the "Porlock", and this

was followed, in 1933, by the very pleasant-looking "Nine" four-seater sports with fixed "cycle" form wings. These cars, selling at a mere £195, made a "hit" with enthusiasts and became a common sight on British roads, usually attractively finished in orange, light green or blue.

The Singer Company, doubtless encouraged by the response to their venture, entered a sports "Nine" for the great twenty-four hours' race at Le



1935 REPLICAS—S. C. H. ("Sammy") Davis going well in the 1935 Ulster T.T. with the Replica Singer developed from the Le Mans. This shot was taken through a shop window, a few laps before the car was involved in the sensational crash depicted on the opposite page.

Mans in 1933—the very same car, as it happened, with which A. H. Langley had done so well in British trials. The rear seating compartment was filled by a large petrol tank, but

engine with chain driven single overhead camshaft, and the other a 1,493 c.c. "six", both compact two-seaters with slab type rear tank, swept wings, stoneguards to radiator,

headlights and tank sides, and twin spare wheels mounted at the back. Having the performance to substantiate their racy appearance, these models caught on, particularly the "Nine" at a modest £215, and private owners scored innumerable competition successes with the game little cars.

For Le Mans, 1934, the works planned a large-scale offensive. Several of the new "Nines" were entered, plus two works "sixes" as spearhead of the Singer attack, drivers Brian Lewis and John Hindmarsh partnering one car and F. S. Barnes and A. H. Langley the other.

What were their chances against pedigree racing marques like Riley and Aston Martin? Odds were on the latter, as Le Mans veterans, but as it turned out, Singers did very well. The "sixes" made the best showing, and though the fast 1½-litre Rileys had the legs of them, the *San-jays* (as the name emerged from the Le Mans loudspeakers!) took second and third places in the all-important Rudge Whitworth Cup, and seventh and eighth in general class. Of the

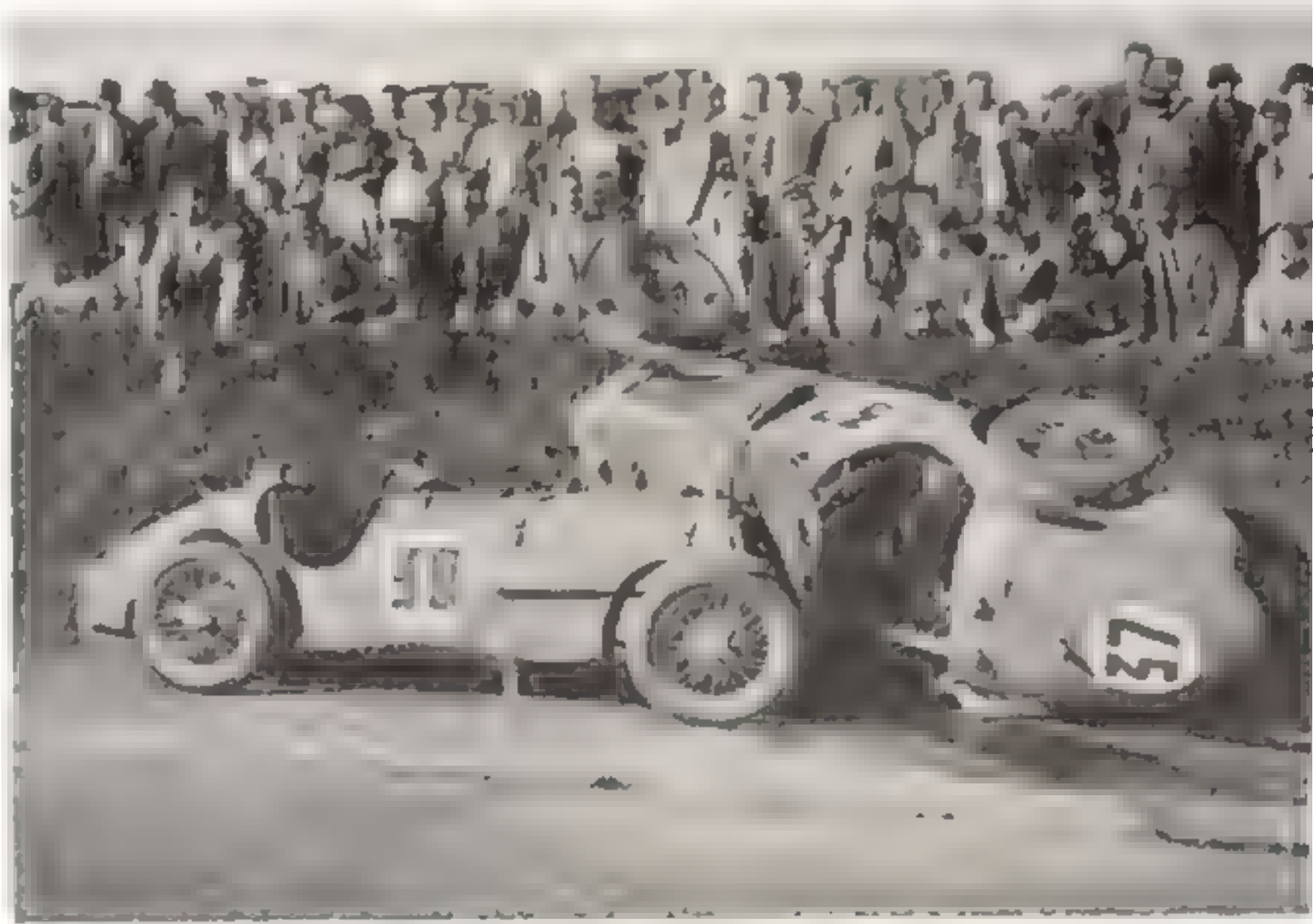
(continued overleaf)

ALL-ROUNDER—The Le Mans Singer was at home in every kind of competition and one is here seen doing a spot of aquatic motoring during a pre-war Scottish trial. Singers scored numerous trials successes before the war.

apart from this, gear ratios, etc., it was virtually a standard production model, which certainly showed confidence in the model's versatility. Drivers were F. S. Barnes and A. H. Langley, and they did their twenty-four hours of high speed piloting without fireworks or incident. They took thirteenth place in the race—one contested by many 2.3-litre Alfas, and similar costly race-bred machines—and became the first British car of under 1,000 c.c. ever to qualify for the Rudge Whitworth Biennial Cup.

Enter the Le Mans

Thirteenth position in a big race may not, perhaps, seem grounds for great jubilation, but for what can only be called a *cheap*, quantity produced small sports car, it was highly creditable. On the strength of it and doubtless with future races in mind, two Singer *Le Mans* models were introduced for 1934, one with the familiar 972 c.c. four-cylinder



THE TRAGEDY OF THE MARQUE During the 1935 T.T. three of the four team Singers crashed on Bradshaws Brae through steering failure. Here we see the amazing scene when S. C. H. Davis's car landed on top of team-mate Norman Black's. Nobody was injured, but this incident undoubtedly led to the withdrawal of the Singer Motor Co. from racing

Why Was It Called the Le Mans?

—continued

"Nines", Norman Black and J. R. H. Baker got the first one home to fifteenth place, being the first under 1,000 c.c. car to finish, followed by T. H. Wisdom and Donald Barnes eighteenth, behind a French-driven M.G. Midget.

A Resounding Class Win

Came 1935, and with it a pretty new racing "Nine" called the "Replica", having a supertuned engine, fared-in dumbirons, a compact, two-seater, A.I.A.C.R.-dimensioned body and a long tail covering the fuel tank. Capable of over 90 m.p.h., this was offered at £525, and was quickly proved by a work team victory in the L.C.C. Relay Race at Brooklands, a gratifying success for Singers. At Le Mans no less than eight "Nines" ran, three of them the new works cars. Right well did they race, fighting hard for the Rudge Whitworth Cup with the Rileys and Aston Martins, despite being half a litre smaller—and again a Singer came second, Barnes and Langley up, heading a bevy of "Nines" in the 1,000 c.c. class, where Singers finished 1, 3, 4, 6, 7!

That ends the tale of official Singer essays in Europe's most famous sports car race but their score tots up impressively. Two "seconds" for the Rudge Cup and two "firsts" in the 1,000 c.c. class is no poor showing for a basically £215 motor car, and fully justifies the type name *Le Mans*. There might have been Singers at Le Mans in 1936 but for two reasons. One was, of course, that strikes in France prevented the A.C. de l'Ouest from holding the race, but the other was more tragic.

Calamity

After Le Mans, 1935, Singers concentrated on the T.T., where their principal rivals in the 1,100 c.c. class were the Balilla Fiats and the Irish-entered Adlers. Four of the little green "Replicas" ran, and with S. C. H. Davis, Norman Black, Alf Langley and J. D. Barnes as drivers, things looked promising. After a fierce tussle with the leading Fiat, Sammy Davis at last got ahead, followed up by his team mates. Then, coming down the long winding hill at Bradshaws Brae, Langley's

car broke its steering arm, and careered wildly out of the T.T. Passing the crashed car a few laps later, Black's car did the very same thing and skidded off the road into the bank. Two Singers out, two steering arms broken!

Sammy Davis, now comfortably leading his class, carried on, until, coming down the "Brae" on lap 26, his steering refused to answer, the car charged the bank, somersaulted, and landed upside down on top of Norman Black's! This was carrying coincidence too far—it was calamitous—and the remaining team car was hastily flagged in.

Singers conducted a most rigorous investigation into causes of the steering failure, and discovered that specially selected steels employed on the racing jobs were at fault. So unfortunate a demonstration as that in the T.T., could not but have its repercussion on sales of production types, and the firm not only ceased to take part officially in racing, but not long after dropped production of their sports cars. The considerable number of sports type Singers still in use nonetheless testifies to their fibre, and the game little cars with their fine o.h.c. power units will not be easily forgotten. C.P.

FILM REVIEW

"To Please a Lady"

M.G.M. MOTOR RACING FILM

STARRING Clark Gable and Barbara Stanwyck, the Metro-Goldwyn-Mayer film *To Please a Lady* was recently given its London premiere at the Empire, Leicester Square. This is one of those films of the James Cagney *Crowd Roars* school, with many exciting shots of midget car and loose surface track racing.

Briefly, Gable is a very tough midget car pilot who apparently thinks nothing of edging other guys off the track if they get in his way. Miss Stanwyck is a columnist who, to judge by her sumptuous apartment, knows how to make journalism pay. Anyway, after a guy gets himself bumped off by entangling his "Offy" with the safety fence, Miss Stanwyck persuades herself that tough Gable did it on purpose and consequently crucifies him in her nation-wide column and on the air.

Gable finds the midget tracks barred to him. No promoter will risk having a "killer". So he joins up in a fair-ground act where he gaily crashes new Fords and drives them through ice-walls with dynamite exploding on impact. This is so as he can save enough dough to buy himself a full-sized race car.

When he gets himself several grand, our hero goes along to Mackay's Speed Shop, where old man Mackay has a nice line in a 4½-litre Offenhauser-motored special

for sale—with torsion-bar suspension and portholes for the twin carbs.

Miss Stanwyck can't help admiring a guy who doesn't know when he's down. Apparently the midget track ban doesn't apply to the "big" tracks. Gable breaks into headlines in his first race with the speed shop car, by finishing second (in spite of a pit-stop in a 100 miles race) and cracking the track record. This race is notable for the radio commentator who certainly puts heart and soul into his work.

Naturally the film concludes at Indianapolis, where the gallant Clark Gable, after beating up Maury Rose, throws away his chance of victory by dashing off the track so as Rose will have a clear run through to miss a couple of revolving racers. The behaviour of the front axle on Gable's car during speed shots makes one wonder how the car lasted more than a lap.

The last scene is in the hospital, where we leave an adoring lady columnist and her reformed rogue driver.

Rating: Fair; story usual Hollywood despite part-authorship of Barré Lyndon. Many excellent race-track shots.

Highlight: Gable's crack on meeting Miss Stanwyck for the first time: "What can I do for you—what hasn't been done already?"

The Overhead Camshaft M.G.s

Their Overhaul, Maintenance and Tuning

by PHILIP H. SMITH, A.M.I.Mech.E.

WHEN refitting the vertical drive shaft housing into its location on the cylinder head, try it initially with the same number of shims in position between the flanges, as were present when the housing was removed. It may be found that correct meshing of the bevels, in the manner described last week, cannot be obtained, due perhaps to the camshaft having now been repositioned correctly. In such an event, any adjustment must be done by shimming the vertical shaft housing; the end-location of the camshaft must not be interfered with once it has been fitted to meet the requirements of relationship of cams, followers and valves as already described.

Attaining the Correct Gear Meshing

If the correct shims are unobtainable, new ones can easily be made from shim-brass, which is obtainable in various thicknesses. The use of a multiplicity of wafer-like shims is not good practice; use the minimum number of thicker ones, and if you can get the number down to, unity, so much the better. When satisfied that the gear meshing is correct, and the assembly is being fitted for keeps, see that the flange faces and shim faces are spotlessly clean, and use the merest trace of jointing compound such as "Osotite" on the faces. This will ensure an oil-tight joint, but do not overdo it, otherwise the clearances will be affected.

The meshing of the bevels to give the designed valve timing is facilitated by markings on the teeth. These take the form of indentations on the inner ends of the teeth and occasionally are very difficult to spot. However, the relatively large pitch of the gear teeth means that one tooth error shows up in no uncertain manner, and the following method of gear meshing will give the right answer:

Correct Gear Meshing

Set the coupling fork on the vertical drive shaft so that it points across the head, that is, from left to right, or parallel with the front axle. Drop the camshaft into place in its lower bearing shells, positioned so that both valves are closed on the cylinder adjacent to the bevel (No. 1). In this position, the cams on No. 1 cylinder will point upwards towards ten o'clock and two o'clock approximately, or at about 45 degrees on either side of a vertical line drawn through the camshaft axis. The camshaft can be finally assembled thus, the position taken up by the coupling fork representing its correct lie when No. 1 cylinder is at TDC of the firing stroke. It follows from this of course, that the corresponding dynamo coupling fork will lie at 90 degrees to its fellow, or along the axis of the engine, when coupling up, but naturally it is still necessary to ensure that the dynamo and crankshaft bevels are meshed with the crankshaft in the right position.

The dynamo has a hard life, as it runs at engine speed under the stress of an inherently rigid drive. It is specially designed to withstand rapid acceleration and centrifugal force as well as the considerable load occasioned by driving the valve gear. To ensure reliable service the dynamo requires servicing by the makers at intervals of 20,000 miles, and neglect of this not unreasonable requirement leads to early deterioration. The dynamo bearings are grease-packed, and although oilers are provided additionally on some machines, they are of doubtful utility. Far more bother is caused by excess of oil than otherwise. The bearings have to be carefully watched, as they are heavily loaded, and running with worn bearings sets up a vibration in the whole camshaft drive, as well as accelerating wear of the Hyatt bearings in the vertical drive shaft and the bevels themselves. If the dynamo has the maker's attention as specified, it should not require any maintenance such as brush renewal or commutator cleaning throughout the 20,000-mile period, unless of course there is something seriously wrong with the electric circuit. It is a very simple machine, with a normal shunt winding and no "fancy" ideas about voltage control, and there is little to go wrong.

Refitting the Dynamo

Although not strictly in correct sequence, it will be just as well whilst we are on the dynamo topic, to deal with its refitting to the front housing. Its location should be obvious, but if in doubt it can be noted that the terminals should point to the offside of the engine; in other words they are just behind the distributor cover when the engine is assembled. Also, the circular inspection cover on the dynamo is fitted with its securing bolt at this side. Meshing of the bevels is not so vitally important as in the case of the camshaft bevels, due to the valuable quality of inertia possessed by the armature, but a good fit is essential, and can be obtained satisfactorily by the twin processes of feeling the amount of backlash and inspecting the meshing through the flange holes of the oil-pump and distributor mountings.

Correct meshing is again the responsibility of shims, and the same proviso applies as was the case with the vertical shaft housing. It is absolutely necessary to allow an appreciable amount of backlash in the bevels which can be felt on the top of the dynamo shaft at the coupling fork (without the coupling disc being connected). If there is little or no backlash an unbearable whine will be set up by the bevels. This, apart altogether from the noise aspect, spells wear and vibration. On the other hand, this does not mean that so long as there is plenty of play all is well. Too much backlash will overload the gear teeth. The ideal is the least amount of play that is "whineless"!

(to be continued)

SPORT

FALKIRK SPO
STAR—4½-LIT

FALKIRK BAIRNS

(Above, left) H. J. Barrington (Austford), winner of the Falkirk and D.C.C.'s trial (25th November) on Dumyat Hill

(Above, right), Tom Legg's Lancia front-suspended H.R.G. "Crocus" on New Logie I.

(Right), What looks at first glance to be a modified Type 55 BMW, turns out to be Peter Goodall's Ford. Another New Logie I shot



HILL-CLIMB CHAMPION: (Above), Dennis Poore (Alfa-Romeo), winner of the 1950 R.A.C. Hill-climb Championship

STAR MUD-PLUGGER: (Right), Cyril Bold who with his 1,050 c.c. Bold Special, has won the B.T.D.A. "Star" for 1950. He also won last Saturday's N.W. London M.C.'s classic "Granville"



T MISCELLANY

NG TRIAL—HILL-CLIMB CHAMPION AND TRIALS
FERRARI ENGINE—RECORD-BREAKING KIEFT—
A BOER WAR PERIOD I.F.S.

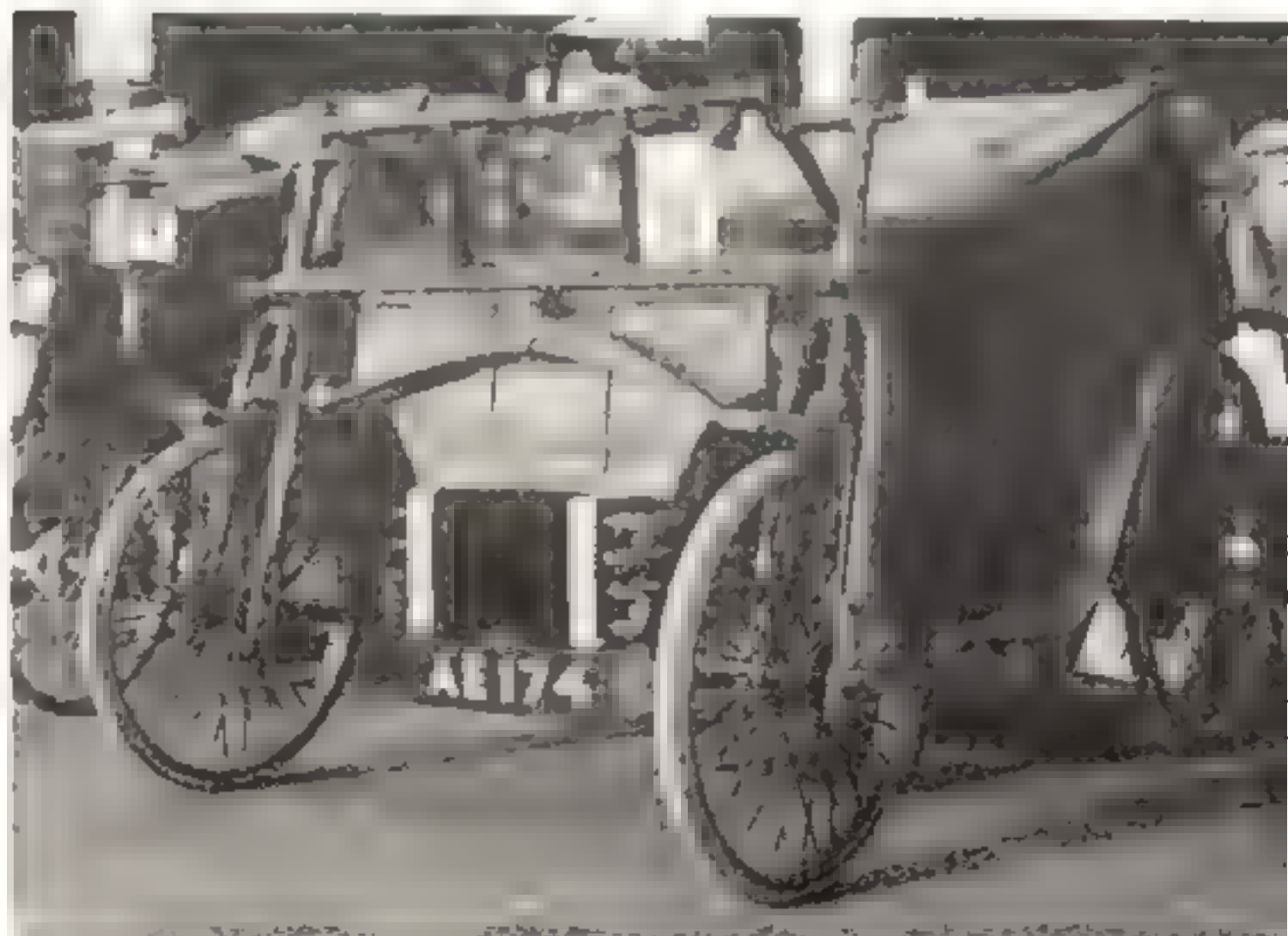


UNBLOWN A close-up of the much-discussed 46-hp, unsupercharged V12 Ferrari engine. The three carburetors are fitted with a special air-scoop, and twin magnetos are driven from the rear of the overhead camshafts.



RECORD-BREAKER (Above) The Kieft, first British Formula V car to break International Cars Records. Thirteen records in Classes I and V were successfully attacked at Montlhéry recently.

INDEPENDENT (Below) I.C.s as featured on the 1908 Stephens which took part in the 1950 R.A.C. Veteran Car Run.



The Monkhouse Racing Car

AN EXCLUSIVE DESCRIPTION OF THE LATE PETER MONKHOUSE'S NOVEL
FORMULA TWO DESIGN

by

John Bolster

IT is fairly well known that Peter Monkhouse had designed a racing car on the most advanced lines, and that, at the time of his death, considerable progress had been made in its construction. I have been able to borrow all the drawings, and have spent many hours in absorbed contemplation of them, realizing thereby what a brilliant engineer we have lost. Unfortunately, it would take several issues of AUTOSPORT to reproduce all this material, but I hope that I have gleaned enough information from it to write a story about the project.

The machine is an unsupercharged 2-litre, complying with Formula 2, and Peter held the view that on the expiration of the present Formula 1, the unblown class would be moved up to full Grand Prix status. It is a reasonable supposition, and would give plenty of time to get the car raceworthy by participation in current events. There was to be a full development programme, with a sports model (differently engined) on the side, but that is beyond the scope of this article.

The first thing that one notices is that the car is very small; no larger than a five hundred, in fact. It has a wheelbase of 7 ft. 3 in., a front track of 4 ft. 0 in., and a rear track of 3 ft. 2 in. The gross frontal area is 8 sq. ft., and the weight, dry, 900 lb.

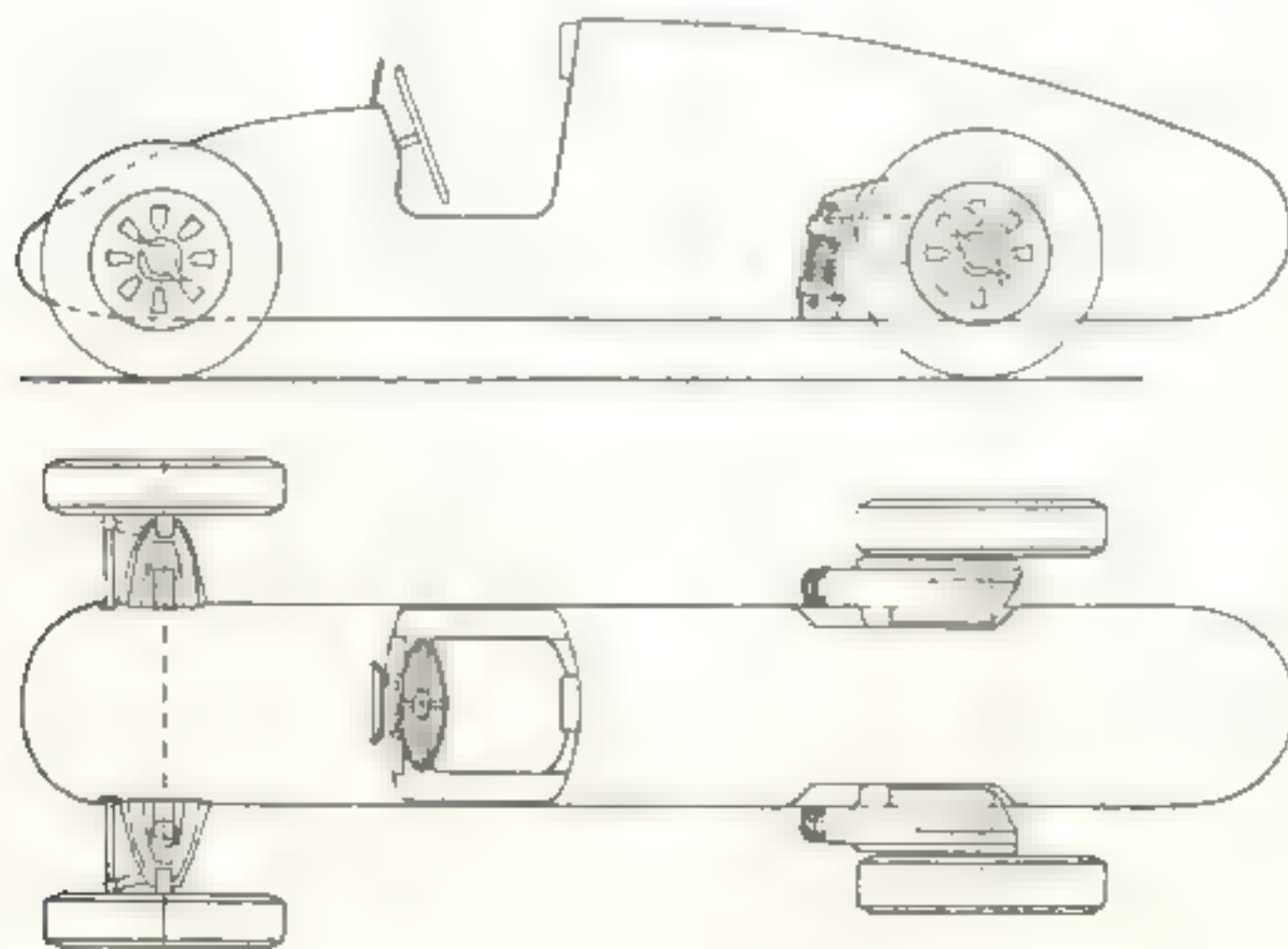
It is almost needless to remark that the chassis frame is tubular, and all four wheels independently sprung. The diameter of the H.T. steel tubes, both for the main longitudinal members and for cross bracing, is 3½ in., and the suspension is by coil springs, which surround

Woodhead-Monroe telescopic dampers: 4 in. upward movement and 2 in. downward is allowed, and the front wishbones are 8½ in. long between centres at the top, and 10 in. at the bottom, the vertical separation being 8 in. These parts are made of Hyduminium, R.R. 77, as also (daring departure) are the stub axles. The steering arms are of R.R. 88, and it should perhaps be stated that all these components have been properly stressed.

The driver sits right in front, with his feet almost on the imaginary front axle. He controls the vehicle through rack-and-pinion steering, which has the satisfactorily high ratio of one turn from lock to lock, and the "L" shaped twenty-eight gallon fuel tank starts in front of his feet and finishes over his knees.

At the rear, light alloy chain cases form the suspension arms, and work in a fore and aft direction with the stub axles behind the pivots. The distance between centres is 10½ in., and articulation takes place on a pair of ball races. A countershaft across the car carries the sprockets for these short chain drives, and there is no differential.

Two Vincent H.R.D. "Black Lightning" twins provide the power; they are built up in unit with their own gearboxes. One engine unit is mounted in front of the countershaft, and the other behind it, but as the rear



GENERAL ARRANGEMENT.—These drawings reveal the unorthodox Monkhouse design, wherein the power units are mounted behind the driver, and drive the rear axle through chains housed in light alloy cases, pivoting fore and aft on helical spines. The car is hardly larger than a 500, wheelbase being 7'3", front track 4'0", and rear track only 3'2".

motor has to be turned round "backwards" to make the chain run forward, a pair of pinions has to be interposed to reverse the drive.

A brief explanation of the transmission drive is, I think, called for. First of all, a chain runs back from the front engine-gearbox aggregate, and drives a short shaft which is directly below the main countershaft. A second chain runs forward from the gearbox of the rear Vincent and also drives the short shaft through the reversing gears; actually, the bearings for this shaft are carried in the reverse-box housing. The same shaft has another sprocket on it, from which a duplex chain runs upwards to the countershaft, and chains four and five, also duplex, are the ones that drive each rear stub axle separately. These latter are tensioned by Weller blades, and there is provision for adjusting the other chains.

The front tyres are 5.50 in. x 15 in. and the rear 6.00 in. x 15 in. They are carried on Elektron wheels, with light steel Rudge-type centres, and knock-on caps. The wheels have the brake drums bolted to them.

Quite one of the most interesting features of the car, the brakes have obviously received a great deal of thought. They are 13 in. dia. x 2 in. wide and even with a full tank and the driver aboard, the lining area per ton is 342 sq. in. The operation of the two leading shoes is Lockheed hydraulic, and there are twin master cylinders with an adjustment for front/rear compensation. Thin Meehanite drums carry Al-Fin bonded muffs, with eleven fins turned in each.

The brake cooling is exceptionally thorough, for there are two separate systems. First of all, there are the usual

scoops forcing air through the back plates, and centrifugal ejection takes place through ports in the wheels. Then there are a series of louvres, forming an extension of the back plates, which augment the well-known turbo effect by drawing air across the fins. This must be easily the best braked car yet designed, and due cognizance has been taken of the fact that excessive heat must not reach the tyres.

It was intended to run the Vincents in slightly de-rated tune for maximum reliability, but even so, over 150 m.p.h. should be available. Owing to the trailing arms, the rear wheels are carried well back, and only the rear cylinder of the second engine projects behind the rear-most part of the tyres. Excessive tail-heaviness is thus avoided, and the weight distribution is 44 per cent. front and 56 per cent. rear, with full tanks.

About half the parts of the car are machined and finished, I understand, and the remainder either partly machined or rough castings. It would be a thousand pities if, owing to the death of the designer, it were not completed and raced at this late stage. Oscar Moore was in partnership with Peter over the venture, and still holds a half share, the remainder belonging to the Monkhouse estate. Oscar does not feel equal to completing the project alone, but would be willing to go along with a suitable new partner, or sell up.

The car has been designed and built throughout as a Grand Prix machine, but it occurs to one that it could hardly fail to lower a few hill-climb records. Anyway, let's hope that somebody gets it going, and gives us a chance to see this interesting new-comer in action.

Proprietary-engined Cars in "Monte"

R.A.C. STATEMENT

THE Royal Automobile Club has issued the following statement relating to the ban on proprietary-engined cars from participation in the 1951 Monte Carlo Rally.

"Of the makes not eligible, at least five were ruled out by the Rally Regulations prohibiting cars fitted with engines produced by another car manufacturer. *The R.A.C. Competitions Committee has conveyed to the organizers of the Rally its regret that this rule should have been introduced and has expressed the hope that it will not be used again.* It has also notified the National Clubs of other countries promoting Rallies in 1951 of its views. The position will be watched carefully during the coming year."

Some conjecture will be made regarding the identity of the five barred makes. Presumably Allard, Healey and Jensen were certain non-starters, but it is not altogether clear

which other makes were barred. H.R.G. (Singer engine) and Morgan (Vanguard engine) do not appear to manufacture types which would pass the coachwork regulations, as the former concentrates on open cars and the 2.1-litre Morgan drop-head coupé is a two-seater.

Paramount and Marauder cannot have been built in sufficient numbers for acceptance, but the DB2 Aston Martin saloon does not appear in the entries. The lone Lagonda (W. T. Franklin) may, of course, be a pre-war model. There are no Rolls-Royce entries, but a trio of Bentleys.

It would be interesting to know the identity of the remaining two makes.

Other Monte Carlo news is that the Mark VII Jaguars will be non-starters, consequently Leslie Johnson and Stirling Moss will both be without wheels. C. Glenie (Austin) is unable to start owing to unforeseen circumstances. Three reserves there-

fore move up. They are J. A. McLaughlin (Riley), C. F. Bartlett (M.G.) and E. H. Channon (Morris). Channon's acceptance means that there are now twenty different British makes of car in the Rally.

Sixty-four British competitors have elected to start from Glasgow, four from Monte Carlo, and two from Lisbon.

* * *

TO FIT CURVED SCREENS

New "Barnacle" Licence-Holder

MANY people with cars having curved windcreens have had difficulty in making licence-holders stay on. E. W. Puckert Ltd., Bensham Lane, West Croydon, Surrey, manufacturers of the famous "Barnacle" licence-holders are introducing a new "Barnacle Curve Master", specially constructed to fit curved screens. It is the intention of the concern to equip all their suction devices to operate on both curved and flat surfaces. The holders will be available either chromium-plated, or finished in coloured enamels.

Correspondence

WE are delighted to receive letters intended for publication. We do not insist on typewritten copy, but please write in a hand we can decipher, and on one side of the note-paper. The Editor is not, of course, bound to be in agreement with opinions expressed by readers, but this does not mean that subjects will be excluded on these grounds.

I WAS very interested in Mr Woodcock's letter in AUTOSPORT dated 10th November, 1950. I think there must be many who feel as he does, that to compete to-day in 500 c.c. racing requires more cash than the majority of "impecunious enthusiasts" have.

It is a great pity that this form of racing has been commercialized to its present extent, but nothing can now be done to rectify the position. There is, however, still one form of racing left to those with the will, and a shallow pocket. The 750 Club ventured forth with its "formula" racing this season and I think it is true to say that it has been a great success. The cost of building and running a 750 formula car is not excessive, and I feel sure that this form of racing will not be commercialized as the organizers have stated their disapproval of, and intention to bar, cars built by specialists at high cost.

Might I suggest that those enthusiasts who have had to shelve the idea of 500 c.c. racing, consider seriously, the 750 formula.

A. HOWARD BATESON.

LIVERPOOL, 18.

(Reader J. S. French, of Elmore, Glos., has also written, re the value of the 750 Club formula to the shallow-pocketed.—ED.)

IT is obvious that 500 c.c. car racing has come to stay and that it will increase in its international interest and its value to the British motor industry; nevertheless it does seem a pity that the bottom has fallen out of the sport for the impecunious amateur who created the class.

There does seem to be a need for a few events limited to cars of this class where these backyard "builders" can compete one with another on more or less equal terms. It should not be difficult to frame some regulations to determine what is a factory-built or factory-aided car and what is not.

Mr. Hutton's remarks re the 750 Club do not seem to provide a complete answer; at least not whilst the Club insists on the use of Austin engines and chassis; a lot of "shallow pockets" have *already* built 500s—to say "chuck it away and start again" does not help much. Some of these "jobs" were the result of more than tuning an engine and modifying a chassis. There are some who like to use a set of wheels and brakes, an engine and a gearbox and buy the rest by the foot or yard as the case may be; and take pride in feeling that they designed and built a car rather than that they modified one.

Mr. Matthews's remarks about weights are rather puzzling, it does not seem likely that an amateur built job—unless it is an expensive one—is often going to weigh less than a "professional" one provided the factor of safety is maintained: unless, of course the amateur is content to skimp the body and drive a "flying bedstead". His idea that a saving of weight will be equal to an equal proportion of b.h.p. added is of course wrong, because, although wheel bearing and tyre friction may be approximately proportional to weight, a great deal of power is used in other ways, e.g. windage friction which is related to frontal area and body contour. The saving of weight will be of most advantage in conditions of acceleration and retardation, at other times its value will probably be a lot less than what he expects—at least on a nearly level circuit.

Nevertheless, I wish him luck with his £50 car; after all his was the brand of spirit that started the "snowball".

Two letters last week from Weston-super-Mare! I never thought the Boro' was so "half-litre" conscious.

R. J. BROOKER.

WESTON-SUPER-MARE.

THE "500" movement having become an International affair no doubt there will soon be an International G.P., with Italian and German opposition, in which case I withdraw my statement on banning Coopers or any other factory product which will keep British 500 c.c. cars first past the flag in these events.

But that does not alter the fact that the true amateur should be considered by the 500 Committee in ordinary events and some form of handicap worked out whereby enthusiasts like Mr. Matthews of Weston-super-Mare, who is going to build a £50 "500" would not have to "race and be last". Let him race and be placed, for too many lasts would discourage most people! I thank Mr. Hutton for his information on the 750 Club and the racing of Austin Specials.

H. M. WOODCOCK.

ALLOSTOCK, CHES.

I AM building a "Bitza", using a Jowett 7 h.p. engine and have been meditating on o.h.v. conversion.

An acquaintance, on hearing this, told me of a Jowett "Works Special" with o.h.v. which used to rip smartly round Brooklands circa 1929.

Can anyone tell me how well the car went, where it is now, or where I might get a pair of o.h.v. heads?

S. E. H. BELL.

AYLESFORD, KENT.

YOUR correspondent, Mr. J. S. Jenkins, in defence of public address equipment at the start of trials, compares sprint race meetings with trials such as the "High Peak", and in spite of his anticipation of my plea that these are dissimilar events I must point out one fundamental difference on which the whole question hinges.

At sprint meetings the public are invited to attend as spectators and often pay for this privilege, thus they are entitled to demand some standard of organization and service which may include P.A. equipment. The public are not, however, invited to attend trials but do so of their own volition as these events are for the most part held on public roads and they cannot be prevented from being there. I am convinced that the presence of large numbers of the general public at trials is not in the best interest of the sport and I would do nothing to encourage them.

The really keen non-competing club member will always be there to help the trial along, but the masses of the Great B.P. who will stop and watch anything going on anywhere at any time providing no effort of their own is required are best kept at bay; one has only to note the lines of cars on any main road adjacent to a village cricket match for a good example of this. Should the Little Puddleston C.C. erect loud speakers and bawl out Farmer Giles's score for the benefit of passing motorists? And what about a brief description of his natty line in leg pads?

If the holding of trials on the public roads and the granting of permission to use private property by landowners is ever in jeopardy as it might well be even now, it will not be the result of any damage, nuisance or danger caused by competitors in trials, but by the careless, thoughtless and at times downright destructive actions of a large section of the very public Mr. Jenkins wishes to address.

W. L. T. WINDER.

GUISELEY, YORKS.

(Hills of the nature of Cow Low, near Buxton, provide a natural gallery for many thousands of spectators. Our correspondent also forgets the great crowds that swarm to certain hills in M.C.C. "classics". AUTOSPORT feels that clubs do have a service to perform to the general public in major trials. See Editorial—ED.)

JOHN BOLSTER, in his article on chain drive (AUTOSPORT, 29th September) cited the Mays sprint car as having been specially designed to take advantage of his "wheel flinging" theory, and in his subsequent letter in defence of this theory he coupled his own name with that of Raymond Mays. By so doing he has certainly given the impression these peculiar Bolster heresies are accepted by Mays himself and also by the designers of the sprint car.

As it must be supposed that Peter Berthon has at least cast his eye over the design of this car, and as Berthon is also responsible for the general design of the B.R.M., in which we are also interested, it is sincerely to be hoped that this impression is false.

A direct denial on this point would be reassuring.

C. L. ARCHDALE, LT.-COL.

FIGHTMEAD, WILTS

(We submitted the above letter to John Bolster for a direct reply which is given below.—Ed.)

• • •

IN reply to Lt. Col. Archdale's letter, the quick answer is that Mr. Raymond Mays explained the theory of chain drive and road adhesion in an interview over the P.A. at Shelsley, and if he had listened to this, no doubt Lt. Col. Archdale would not have written as he has. In passing, I might remark that I consider this letter somewhat lacking in courtesy, and prefer the good humoured and constructive criticism of your other correspondents, from whom I have learned a great deal. Perhaps, too, I ought to remark that I can take no credit for these peculiar heresies, for they have been known and accepted by engineers since before I was born.

I think the time has now come when I should make one last despairing attempt to explain about chain drive and road adhesion, as far as possible in words of one syllable. The whole point is that most of my critics would be perfectly right if they had not neglected the moment of inertia of the wheel and tyre. It would not, I think, be possible to work out the complete skin without employing the methods of the integral calculus, but the effect, quite simply, is that on sudden acceleration the forces produced are identical to those which a sudden seizure of the wheels on their axle would entail. It is a purely temporary condition, of course, but with the very large diameter of Edwardian wheels in mind, it is easy to see why it resulted in Mercedes abandoning their beloved side chains.

I am not an engineer, and there are many excellent text books that explain the thing far better than I could, but it does occur to me that with modern light wheels and small diameter tyres, the old side chain system might be in for another lease of life.

As regards the independent versus cart springs business, I would urge those in doubt to read *The Grand Prix Car*, by Laurence Pomeroy, and in particular pages 333 and 334. I find that "Pom" has given chapter and verse so effectively that I could not attempt to emulate him, but then, he is an engineer.

JOHN BOLSTER

GOUSE FARM, NR. WROTHAM

• • •

MAY I express my regrets that Mr. Raymond Mays should have so interpreted my letter, on the subject of the Vickers super-charge, as to think I believed that he had been driving at Poole. I thought I had made it clear that this exciting episode, which I witnessed, occurred after Cummings took possession of the car.

I am only too well aware of Mr. Mays's remarkable record for not flying off the road and trust that he is in no way put out.

May I throw another gentle bone to the motoring fraternity by suggesting that if it is possible to run production car races excluding freaks, it is high time that production car regulations were enforced in reliability trials and these motorized flying buckboards, whose resemblance to a motor car is purely coincidental, should be barred once and for all. We have seen what production cars can do on road circuits. Now let's see what they can do in mud. The buckboard boys could have a special mud pit built to keep them happy and no doubt a propeller driven aquatic device would eventually emerge. It could scarcely be a more useless and impractical road car than some of the "Trials Specials" we see.

JAMES R. M. BOOTHBY.

LONDON, S.W.7.

MAY I use the columns of your excellent magazine to address an appeal to the S.O.C. Club to continue to hold their Brands Hatch meetings on Sundays?

There are hundreds of motor racing enthusiasts who like myself, have to work on Saturdays and were unable to attend any of the meetings held in this country until this year when racing took place at Brands Hatch.

It would appear from the International Calendar that the 1951 meetings are to be run on Saturdays, making 500 c.c. racing out of the question for the many who work that day.

I feel sure that one of the main reasons for the popularity of the Brands Hatch meetings this year was that they were held on Sunday.

I therefore earnestly appeal to the organizers to reconsider their decision to hold future meetings on Saturdays, and instead to continue to hold them on Sundays, when the majority have the opportunity to attend.

BRIAN L. O'HARA.

LONDON, E.C.2.

• • •

I WAS very interested to read in AUTOSPORT, 24th November, that those who competed in this year's "Eight Clubs" Meeting at Silverstone have received repayment of the greater part of their entry fees.

This seems to be an event which should cause certain other clubs, notably a certain one-make club, to ponder very deeply. If the "Eight Clubs" organizers can do this it seems unreasonable that competitors at one of the R.A.C. Championship Halls (to take an example) have to pay upwards of £6 6s. 0d. for the following:—

- (a) Two runs up a short drive, little better than a footpath
- (b) No paddock facilities whatever, no shelter, no surface except mud.
- (c) A rather condescending attitude from certain of the officials (there are several honourable exceptions to this I agree)

This hill attracts at least a few paying spectators, the "Eight Clubs", I believe, had none!

Is something wrong, somewhere?

J. B. NORRIS.

BARNET, HERTS.

• • •

MR. SUMNER's letter in your 24th November issue makes the interesting point that a tyre develops maximum side-thrust at twenty-five to thirty degrees of slip angle, and that at no particular angle does it "break away".

I take it that this applies to a dry road surface, for surely on a wet road there comes a point when the tyre suddenly becomes "waterborne". Taking this a stage further, would not a fat tyre, with lower loading per sq. in. than a thin one, become waterborne at a smaller slip angle, or possibly a lower velocity? If this is true, should one perhaps fit narrow tyres for damp dicing?

N. M. ARNOLD FORSTER.

WROUGHTON, WILTS

• • •

MR. JOHN GALT attempts to justify the introduction of "bookies" into motor racing. I am convinced that the great majority of spectators have no wish to place bets and that many of them would prefer to see the sport kept free from gambling.

Some of the keenest and most loyal supporters of the tracks are young people still at school and it is undesirable that they should find themselves amongst punters, touts and bookies. Greyhound racing, which started as a sport, has now become a vast excuse for betting, and is no longer a healthy sport.

The Speedway promoters have had the good sense to keep the sport free from gambling, yet it still draws huge crowds, and I hope that Brands Hatch will have the good sense to ban "bookies" next year.

JACK CARTER.

SIDCUP, KENT.

(continued overleaf)

Correspondence—continued

REPLYING to G. R. Thompson's letter in your issue of 10th November, may we say that while we welcome constructive criticism, we feel his statements concerning the Alcar sprints are not borne out by the following facts.

We are perfectly satisfied that no better commentators could have been found for this type of event, one being known all over the country for his exploits in sprint and circuit racing and with a complete technical knowledge at his finger tips, the other a well-known technical journalist. Between them they supplied the spectators with information on both man and machine in the little time available between each run. Some sixty odd competitors had 156 runs in three and a half hours representing 1,346 runs per run and in this time the course had to be cleared, the timing reset and the next competitor brought up to the line. We ourselves do not consider this a bad effort for a first time organization. Had the meeting been held in warmer weather we would have considered a break between classes for announcements, but considering the time of the year—a cold October day—we think we did the wisest thing by giving announcements and times whenever a break occurred. In most cases the times were given after every second run.

Touching on his remarks about mixing the classes, the reason for this is a perfectly sound one. Racing cars are brought to the course by towing, on trailers or in vans, they have to be unloaded, warmed up, tinkered with, plugs changed, etc., and while this was going on the sports cars were having their first runs. The racing cars were then allowed to do both runs for each of their classes and so finish the meeting and still have daylight to complete their reloading, whereas the sports cars equipped with lights could be driven from the course no matter what the hour.

Mr. Thompson's letter is the only adverse criticism we have had and we would suggest he calls at the Northern office of AUTOSPORT in Liverpool, and reads the complimentary letters from both spectators and competitors lodged there, several of which actually joined the club through this event. In conclusion, we would say that we do not pretend that the organization was perfect, and any number of points have been noted for improvement next year, but we do feel it was a good first effort.

J. E. WADE (Secretary of the Meeting)
H. M. CHIPCHASE (Clerk of the Course).

LIVERPOOL, 23.

* * *

WITH reference to Mr. Verdier's letter in AUTOSPORT of 24th November, I should like to endorse all he mentions about the R.A.C. taking a few hints from its associate body the A.C.U.

It seems hardly fair on a club when all in good faith it accepts an invitation to take part in a trial only to find later that perhaps half its regular competitors have entered under another club taking part in the same event. The members of the club concerned are not always to blame: perhaps the organizing club in which they all belong are offering a reduced entry fee for its own members. All this could be avoided if clubs were divided into Centres. The expense to competitors would also be reduced.

The R.A.C. as the governing body of our sport, should appoint a panel of stewards, allotting one to each trial, this steward making out a detailed report of the event and submitting it to headquarters. A lot would then depend on this report whether the particular club obtains a similar permit next year. The recent case of the Onslow Bartlett "Special" could then have been dealt with on the spot, saving a lot of trouble.

A certain well-known trial last year started from a small hotel in the Gloucester area at 8 a.m. After travelling a night I was not very pleased to find that not even a cup of tea was to be obtained; things like this would not be tolerated in a A.C.U. event.

Readers may think that the motor-cycle trials are all organized very well and that there are no faults. Far from it; even the best of organized events go wrong some times, the weather being the biggest factor in this.

This is all the more reason that awards are based on starters and not if you get round clean. A fine day sees the organizing club out of pocket: if it pours hard with rain the club sits back and is able to boast what a lot of money it has made on so and so trial, this at the expense of the competitors concerned.

E. G. SMITH.
HORSHAM (Hon. Sec. Horsham and D.M.C. and L.C.C.)

WITH reference to the letter by Mr. V. S. Johnson in 17th November issue concerning the TD versus TC M.G. controversy Mr. Johnson states that he is the proud owner of a TC and would not change it for a TD. May I say that I am the very proud owner of a TD but I have also driven many miles in a TC and in my humble opinion there can be no doubt that the TD is a vast improvement on the old model.

Perhaps Mr. Johnson has not been lucky enough to drive a TD but since he also comes from Cambridge I should be only too pleased to give him a run in mine after which, I feel certain he will no longer be content with his cart springs!

In this particular case of TD versus TC I am almost certain that i.f.s. pays on high speed cornering although this may not be the general rule. After all, why not have comfort and speed, which is what the TD provides.

W. A. SCOTT-BROWN.

FLAT 2, 163 HILL'S ROAD, CAMBRIDGE.

P.S. Should Mr. Johnson see XS 6931 in Cambridge he has only to ask for a run and it will be supplied.

* * *

HAVING read with interest your excellent reporting of the "1,000 Miles Rally", I thought perhaps you might be interested to hear of our experience in a "J" model (1947) Vauxhall, London start.

We have every reason to believe that we completed the route section without loss of marks, but the most exciting part was when we broke a rear spring at 7.30 a.m. between Edinburgh and Carlisle; after limping twenty-two miles into Dumfries, we had it replaced whilst drivers and passengers had breakfast, and we were speeding on our way again by 9.40 a.m., reaching the Blackpool Control half a minute or so before our scheduled time!

The good organization of the Rally itself compensated for the disappointment of the social arrangements at Torquay, especially regarding reception and Ball tickets for passengers and/or wives. Surely the adventurous ladies who came as passengers deserved better treatment?

As you suggest, details of competitors' individual marks lost should have been made available, so let us hope that these points will be more carefully organized for next year's Rally, which I am looking forward to greatly.

RICHARD W. EVANS.

HADLEY WOOD, HERTS.

* * *

LOOKING through your table of the 1951 F.I.A. International Sporting Calendar I was disappointed to see that as a schoolboy, I will be unable to go to any major events during 1951. The only events held in England during our holidays are the Brighton Speed Trial, Prescott, Shelsley, and Brands Hatch. To a northern schoolboy, however enthusiastic he may be, Brighton and Brands Hatch are far too distant, and Shelsley is not within easy reach.

I do not wish to use your columns to express our grouches and grumbles, but what have we schoolboys done to deserve it? Never mind, I shall have left school by 1952.

G. WHISTON.

WREKIN COLLEGE, WELLINGTON, SHROPSHIRE.

* * *

I WAS interested in the photograph in your issue of 10th November showing Mrs. Scott-Moncrieff in her blown Type 37 Bugatti at Bo'ness.

On this occasion Mrs. Scott-Moncrieff, who is a most genuine enthusiast, had the assistance of the car's previous owner, who assisted and adjusted to such good effect that she beat her previous best time by three seconds in spite of the weather.

Incidentally, I believe Melville's 30-98 Vauxhall which she beat was for a long time owned by your correspondent John Bolster. It also went very well and despite the weather, almost broke its old record.

JOHN HENDERSON.

GLASGOW, W.2.

News from the Clubs

HORSHAM MIXED GRILL

Cars Take Team Award in Joint Trial

THE Horsham and District M.C. and L.C.C.'s Committee Cup Trial took place on Thursday, 23rd November, and as in previous years took the form of a Speed Judging Contest after nightfall. The route was via local by-lanes and a combined entry of thirty-three motorcycles and cars took part. The bikes took premier honours, but J. Bartlett Day (Citroen) and E. G. Smith (Morris) won first class awards, and J. Quick (Morris) a second class award, while Smith and C. W. Wood (Ford) gained the Team Prize.

The Club's Annual Dinner and Presentation of Awards is booked for 11th January, 1951, at the Black Horse Hotel, Horsham

* * *

"750" CLUB RALLY

Boxing Day Fixture

THE "750" Motor Club have arranged to hold a rally at the "George", Dorchester-on-Thames at

Club Secretaries are invited to send details of the activities of their Clubs, for inclusion in this section. We would like you to regard this in the nature of a weekly Club Magazine, and a speedy way of informing your members as to future happenings.

12.30 p.m. on Boxing Day, 26th December next.

At the forthcoming club monthly meeting for December, February, March and April, members will be addressed on the subject of tuning and modifying the standard Austin Seven for increased performance. The meetings will be held, as usual, at the "Red Cow", Hammersmith.

* * *

DROITWICH DANCE

Midland M.G. "Annual"

ON Friday, 24th November, the Midland Centre of the M.G. Car Club held their Annual Dance and presentation of awards at the Chateau Impney, Droitwich.

Among the welcome guests were John Thornley, (who unfortunately

had to make an early departure and dice his way to Buxton to put in an appearance at the N.W. Centre Dance) and Tom Sangster and his attractive wife who also kindly presented the impressive array of awards.

Everyone appeared to spend a most enjoyable evening and the bar and excellent buffet were, as usual, well patronized.

* * *

MORE DINNERS, DANCES AND FILMS

Clubs' December Fixtures

THE Bristol Motor-Cycle and Light Car Club will be holding their Annual Dinner, Dance and Prize-giving on 14th December, beginning at 7 p.m. Soene of festivities will be the "Berkeley", Queens Road, Clifton, Bristol. Amongst the many guests will be the Lord Mayor and Mayoress, and the Sheriff of Bristol. Several notabilities in the motoring world have accepted invitations.

The A.G.M. of the club takes place at 7.30 p.m., at the Full Moon Hotel, Stokes Croft, Bristol, on 19th December. Hon. Sec. of the Club is Mr. L. D. Atkinson, 118a Pembroke Road, Bristol 8.

* * *

ANNUAL General Meetings are seldom exciting functions, but the Plymouth sub-centre of the M.G. Car Club have hit on a fine way of luring members to theirs by sandwiching it amidst what promises to be a great evening's entertainment. Beginning at 5 p.m. on Saturday, 16th December, the Seymour Hotel, Totnes, will see the following: Tea, A.G.M. (a mere half-hour!), Film Show, Dinner, Fun and Games and a Father Christmas. All this at only 12s. 6d. per head, one stipulation being that dress is "strictly informal". The Party is for members and friends; tickets from Ronnie Dean, 186 Old Laura Road, Plymouth.

* * *

THE North Staffs Club will hold its Annual Dinner-Dance on Thursday, 14th December. The exact locality is not known to this chronicler, but it is hoped that Sammy Davis will be there.

(continued overleaf)



LETTING HIS AIR DOWN: E. W. H. Brookes's passenger takes the easy way of lowering tyre pressures on the E.R.P.—a Kenish Border shot.

News from the Clubs—continued

MEASHAM WINTER RALLY

New Year Vintage Event

REGULATIONS and entry forms are now available for the V.S.C.C. Measham Winter Rally on 6th and 7th January. It is open to drivers of four-wheeled cars, holding current National Competition Licences who are members of the V.S.C.C. or of the following clubs:—Nottingham, M.G., Sunbac, Peterborough, M.M.E.C., Bristol M.C. and L.C.C.

There will be a road section of about 170 miles, a considerable part of which is on sporting mountain roads and the whole has an excellent surface. The start will be at midnight on Saturday, 6th January, in the Shrewsbury area.

There will be four Driving Tests on an excellent tarmac surface in the grounds of the Measham Motor Sales Organization at Measham on the Sunday. Time of finish will be mid-day Sunday.

This event is being organized by the Midland Section of the V.S.C.C. and applications for Regulations and Entry Forms must be sent to the Secretary of the Meeting, J. W. Rowley, 112 Birmingham Road, Aldridge, Staffs.

Entries will be limited to fifty, so that early application is essential. Closing date for entries is 27th December, 1950.

* * *

SOUTH CAERNARVON'S
INITIAL EVENT

Successful Treasure Hunt

THIS new body has acquired forty new members in two months. It recently ran its first event, a Treasure Hunt, which went off very well. The route was a matter of fifty miles in the Lleyn Peninsula, and the chief difficulty was fitting photographs of cross-roads, etc., into blanks on the route card. There was also a secret control at Aberdaron, where scavenger lists were issued. To the sorrow of the organizers, nobody brought back a sheep! Proceedings ended with a driving test, followed by tea. R. O. Cowley (Ford V8) was the winner, with Dr. J. R. G. Williams (Sunbeam-Talbot) as runner-up. A booby prize of a specially-constructed tortoise with independent front suspension, went to — but perhaps it



EXTRA BOUNCER The value of a "Third Man" is felt by W. H. Durling, who took a small boy with him in his Austin during the recent Kentish Border Sporting Trial.

wouldn't be gallant to say whom. The new administration ran well, except that the unfortunate Chairman and Secretary, having despatched all the entrants and marshals, found they had left themselves with a four-mile walk to the finish!

The next event will be a dance at the Marine Hotel, Criccieth, on New Year's Day, and something quite special in the way of motor club dances is promised.

* * *

B.U.M.C. NIGHT NAVIGATION
Fun and Games in Minimum Mileage
Contest

THIS club has been busy, and members had a lot of fun during the Minimum Mileage Night Navigation Competition, which proved that even a straightforward competition for ordinary cars could produce many surprises. Not satisfied with the condition of the normal routes provided by the course, several competitors searched out short cuts of their own, with unexpected results. J. H. Holden and crew found themselves padlocked in a field, but were able to put up bail, and secured release in time to finish. Mr. and Mrs. A. J. Wilson bravely attempted an old coach road in their endeavour to save miles, and

had to leave the Lea-Francis-engined Vauxhall to be de-bogged next morning. Exploiting the versatility of his Land Rover, H. Primrose followed a disused railway track.

On reaching the finish, competitors had to face a short examination paper. Of an entry of twenty-one, a clever half dozen had practically tied on mileage, so the exam. was used to decide the victors, who were as follow:—J. Morris (Wolseley 8), P. Watts (Riley Lynx) and H. G. Johnson (Standard).

* * *

B.T.D.A. DINNER
Friday 15th Function

ARRANGEMENTS have been made for a five-course dinner at the Plough Hotel, Cheltenham, on Friday, 15th December, the evening before the R.A.C. Experts' Trial. The number of tickets will have to be limited to 65, so early application (enclosing 10s. per head) is desirable, and should be made to Denis Flather, Hon. Sec., British Trials Drivers' Association, Standard Steel Works, Tinsley, Sheffield. The various B.T.D.A. Star Awards for 1950 will be made at this meeting, as the final position will not be established until after the conclusion of the Gloucester Trial.

News from the Clubs—continued

As a convenience for those who can't get to the Dinner, which will start at 8 p.m., but hope to turn up later in the evening, a running buffet has been laid on in the same room from 9.30 onwards, with an extension of licence up to 11 p.m. The price of the latter is 4s

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PRODUCTION SALOON TRIAL

Second Annual Turnbull Trophy

BRAVING a cold but bright morning, a good entry lined up in Central Park, Plymouth, on Sunday, 26th November, for the Plymouth M.C.'s Turnbull Trial for standard saloon cars. In the Special Test at the start, G. H. Turnbull and R. Harper put up best times, and E. Ellis (Austin 7) was a surprising failure. Ashcome and Ludbrooke accounted for few and in Test 2 R. Ham (Morris 10) made best time.

Flear Hill, on the other hand, defeated all but Ellis, and Alston Wash caused many failures and some delay in reaching Battleford. Failing light did not help on this section, and although E. Ellis and A. L. Chard (Ford 10) motored up easily, the hairpin at the bottom took the power of most of the cars before they tackled the greasy climb to the acute bend at the top.

Results

Turnbull Trophy and Souvenir Award and 1,500 c.c. Class Award—A. L. Chard (Ford 10), 72 marks.

P.M.C. Runner-up Award—R. Ham (Morris 10), 68.

Unlimited Class Award—G. H. Turnbull (Vauxhall 18), 66.

1st Class Award—E. Ellis (Austin 7), 65.

* * *

"MOGGY" OWNERS' CLUB

Grafton Gathering, Holly Run

THE Morgan Threewheeler Club, S.E. Group, will be holding their December monthly meeting on the 9th, at 7 p.m., at the Grafton Arms, Grafton Way, Tottenham Court Road, W 1. On 17th December a Holly Run is planned, members meeting at 10 a.m. on the North Circular Road by Western Avenue.

COMING ATTRACTIONS

December 8-9. Bugatti Owners' Club Invitation Welsh Rally. Start 10 p.m. from The Wheatsheaf, Virginia Water, Surrey; The Welcombe, Stratford-on-Avon or The Rose and Crown, Chippingham, Wilts.

December 10. Lancashire and Cheshire C.C. Winter Sporting Trial (Closed). Start 10.30 a.m. Navigation Hotel, Woodley.

Shenstone and District M.C. Chase Trophy Trial (Closed invitation), S. Staffs. Start 10 a.m., Lichfield.

Berkhamsted M.C. and C.C. Lockhart-Bossingham Trial (Closed invitation). Start 10.30 a.m., Acland and Tabor's Garage, Welwyn.

Maidstone and Mid-Kent C.C. Committee Cup Trial, Kent.

Taunton M.C. Trial.

W. Harms and Dorset C.C. Christmas Cup Trial.

December 13. Sunbac Evening Trial, Birmingham.

December 16. R.A.C. 1950 Trials Championship. Start 9.31 a.m., Montpellier Gardens, Cheltenham.

December 17. Sheffield and Hallamshire M.C. Christmas Trial.

N. London Enthusiasts' C.C. Christmas Trial, Herts.

SPECIAL FACILITIES FOR MONTE CARLO COMPETITORS

Silverstone and Brands Hatch Available for Acceleration and Braking Tests

THE Royal Automobile Club is preparing an acceleration and braking test course at Silverstone Race Track, which will be available until 20th January, excluding Sundays.

Similar arrangements have been made with Brands Hatch Stadium. Those wishing to use this track should communicate with the Track Manager, Mr. John Hall, Brands Hatch Stadium, Fawkham, Kent, Telephone No. West Ash 253. It is suggested that certain dates be fixed for competitors to gather and then carry out the tests together. All those interested please communicate with Committee Member J. H. Kemsley, Dunstonon Garage, Petts Wood, Kent, phone Orpington 889. Mr. Kemsley has kindly promised to provide a timing strip which will be left at the track for competitors' use.

HALF LITRE CLUB

Winter Social Programme

THE Half Litre Club, née the 500 Club, will be holding an informal Dance and Get-together on Monday, 18th December at 7.30 p.m. at the Moor Place Hotel, Esher, Surrey. Dennis Stump will welcome all members and friends, and by kind permission of the Anglo American Oil Co. a short film of several races including the Tourist Trophy will be shown.

In response to demand another film show and get-together for 1st January, 1951, has been arranged at the Albert Hotel, Kingston Hill, Kingston-on-Thames, and the film, loaned by C. C. Wakefield and Co., should have much to interest members and friends.

The Annual Dinner is booked for 2nd February, and on 5th March, 1951, through the good offices of the Dunlop Rubber Co., the Club have arranged to show a full length colour film of the 1950 Grand Prix d'Endurance, held at Le Mans. Time, 7.30 p.m., place, The Albert Hotel, Kingston Hill, Kingston-on-Thames. All members and friends welcome.

* * *

THAT HOT-POT DATE

Not 13th, Not 15th, But 14th

ORIGINALLY announced in AUTOSPORT as being on 13th December, then postponed to the 15th, the Lancashire and Cheshire Hot-Pot is now fixed definitely for 14th December.

* * *

THE JOHN BULL TROPHY
CONFIRMED RESULTS

John Bull Trophy—J. G. Williams (1,172 Dellow S).

L.C.C. Challenge Trophy—E. B. Wadsworth (1,172 Ford S).

First Class Awards—B. Baxter (1,172 Dellow), V. Ostroumoff (1,172 Dellow), E. J. P. Reynolds (1,172 Dellow).

Second Class—R. H. Hopkinson (1,172 Bancroft Special), H. F. Brayshaw (Brayshaw Special), B. Brown (1,172 Dellow).

Team Award—Leics C.C. (J. G. Williams, H. H. Mayes, H. F. Brayshaw).

* * *

B.R.M. ASSOCIATION

IT is understood that the Cheshire Branch of the B.R.M. Association now has the support of at least two M.P.s

(continued on page 507)

A White "Shropshire"

**BILL SLEEMAN CAPTURES WHITTINGTON CUP
IN HAGLEY AND D.L.C.C. TRIAL—MRS. MARY
LOWE (DELLOW) WINS GROVE CUP**

AT 10.30 on a very cold and frosty 3rd of December morn, a hardy band of warriors gathered to do battle in the forecourt of the Falcon Hotel, Bridgnorth, in the county of Shropshire. They were to compete for the Whittington Cup for super sports cars in the Hagley and District L.C.C.'s Shropshire Trial and for the Grove Cup for sports cars.

The weather, which during the afternoon disintegrated into a blizzard, made very slippery going on all the sections and those marshals who had brought along coke braziers were much in demand.

The course, in the Warfield area, near Bridgnorth, contained seven sections, of which six were covered twice, plus an "acceleration" test up a half-mile mud track ending in a series of "Esses". All very difficult.

Meadowly Wood constituted the first hazard and S. A. Cracknell (1,172 H.P. Spl.) managed Section 4, R. Threlfall (3,922 Ex-Tail Waggon Allard) made a valiant attempt but only achieved Section 3, losing "pots" all the way. G. Newman, whose 1,089 Riley-engined G.N.S. appears to be improving, got fairly well up before failing with spinning wheels.

The 1½-litre Riley saloon, driven by A. E. Hadley, failed very early. It was left to Bill Sleeman (1,172 Sleeman S) to rocket upwards returning the only clean climb of the morning. J. E. de Blaquiére driving Pat Atkinson's 824 Austin seemed somewhat surprised when the steering wheel came adrift in his hands on Section 4, direction then becoming problematical! The same thing happened to Pat in the "Gloucester" the day before!

R. L. Cracknell (1,172 Forstun II) appeared to be making a very calm and calculated climb, but the calculations came unstuck in Section 3. "Lucky" Lew Tracey (1,172 Dellow S) climbed very well to Section 4 and then stopped rather abruptly, and Dr. Hardman (1,172 Dellow S) emulated this feat exactly. Mrs. Mary Lowe (1,172 Dellow) in the

unsupercharged second car of the stable, achieved a nice climb—with the blown car Ron Lowe could do very little better!

Prune Hill caused very little bother, but at Cross Bank 2 and 3 it was a different story. In the morning only J. D. Sleeman and J. E. de Blaquiére returned clean climbs. In the afternoon amidst a blizzard nobody climbed Cross Bank 3, 2 having been eliminated by the Clerk of the Weather.

The acceleration test was used as an observed section in the morning, and rather surprisingly failed L. J. Oliver (1,172 Oliver), but in the afternoon the section was timed to form a ties test and this time Oliver failed again, losing control of the motor in the "Esses". Bill Sleeman was very rapid on both occasions.

Tracey proved that Wheel Hill could be climbed, though this was at his second attempt, the first effort nearly shortening the life of a somewhat ill-advised dog.

G. D. Waldron (1,172 Dellow S) with a bad miss in the motor, failed just short of the top, and Bill Cox (1,172 Dellow S), followed by a cloud of black smoke, failed rather earlier.

Johnson's Prefect was better than some of the sports cars, but thereafter required extracting, although the crew appeared undaunted.

The organization, which had stood up very well indeed under the awful weather conditions, had the results out and printed by 6.30 p.m.

PROVISIONAL RESULTS

Whittington Cup (Super Sports Cars)—
J. D. Sleeman (1,172 Sleeman Special)
1st Class Awards—J. E. de Blaquiére (824 Austin), L. J. Tracey (1,172 Dellow S)
2nd Class Awards—G. D. Waldron (1,172 Dellow S), R. B. Lowe (1,172 Dellow S).

Grove Cup (Sports Cars)—Mrs. Mary Lowe (1,172 Dellow).

1st Class Awards—J. Hart-Davis (1,087 H-D), L. M. Austin (2,446 Lancia).

Novices Award—G. B. Johnson (1,172 Ford).

Team Award—Mr and Mrs. R. B. Lowe (Dellows).

NOTTS NIGHT TRIAL

Ryder (TD M.G.) Best

WITH a thick blanket of fog forecast all over England, on Saturday, 25th November, competitors in this event could hardly believe their eyes when they found a clear frosty night had been thoughtfully provided by the club. About fifty cars of all types took part, the last leaving the starting point, Redhill, at 11 p.m. A magnificent meal awaited them at the Elm Tree Inn, Hoveringham, on the River Trent. After successfully negotiating the "Colonial" section and other hazards they made their way to Holm-pierrepont, near Nottingham, where everyone disbanded by 4 a.m., after a thoroughly enjoyable experience.

RESULTS

The Hooley Trophy (for best outright performance)—D. F. Ryder (M.G. TD).

General Classification

Class 1 (open cars under 2,000 c.c.)—
1, J. S. Hollins (Morris 8); 2, J. H. Ashton (M.G. TD); 3, G. Middup (Riley Gamecock).

Class 2 (closed cars under 2,000 c.c.)—
1, L. J. Epton (Ford 10); 2, H. Knight (Hillman Minx); 3, E. H. Ashton (Ford 10).

Class 3 (open cars over 2,000 c.c.)—
Merged with Class 4.

Class 4 (closed cars over 2,000 c.c.)—
1, B. Williams (Austin A.70); 2, M. J. Andrew (Riley open 2½-litre); 3, E. A. Twigger (Bentley 3-litre).

* * *

CANNOCK CHASE WEEK-END TRIAL

The Chase Trophy

THE Closed Invitation Chase Trophy Trial takes place this week-end, Sunday, 10th December. Competing clubs are Hagley and Dist., Leics., M.G., North Staffs, 750, Sheffield and Hallamshire, Sunbac, and the promoters, the Shenstone and District Car Club.

The course is in the Cannock Chase area, and the trial is due to start at 10 a.m. at or near Lichfield. The finish will be at Shenstone. There will be a Timed Climb and also a Stop and Go Test in which competitors may be halted on an observed hill and must restart and cover a short distance within a certain time limit. In the event of ties, special tests will be included.

(More Sporting News on page 512)



W. L. T. Winder (Ford) soon clears Cob Clough of spectators by showering them with chunks of mud and divots—a Y.S.S.C. "Pennine" incident.

The "Pennine" — continued from page 488

token attempts before taking the "duffer's route" to High Moss II. This was nothing like so difficult as Part One, but surprisingly enough both Ken Bailey and George Wood stopped.

Best times in the special test were recorded by Mosby (15½ secs.), Harri-

son (15½), Clegg (16½) and Cryer (16½).

After lunch came Withens, where eleven folk failed, mostly at the hair-pin. Donald Rayner (V-8) had his accelerator pedal come adrift. Hundreds of spectators turned up to watch the fun on Cob Clough. A watersplash at the foot was followed by 250 yards of glutinous mud. Early arrivals stuck, one after the other,

but the surface eventually improved. J. Pearson (Austin-Ford), Mosby, Aldred, Moncrieff, R. J. Wilson, Bailey, Harrison, Clegg, Lilley, Beardshaw and Clapham managed to reach the top unaided.

Gordon Mosby was by far the fastest in the reverse and restart test with 20.8 secs. Next best were Moncrieff and Beardshaw (22.8 secs.), Miss Corbishley and Mike Wilson (23.6 secs.)

The shades of night were falling fast for the two "discoveries", Park Nook I and II. So much man-handling was necessary to extricate failures, that the stewards wisely scrubbed the sections. Gordon Mosby made the only unassisted climb of Park Nook I.

As recorded in last week's *AUTO-SPORT*, Gordon Mosby took the premier award, hotly pursued by Aldred and Harrison. R. M. Bateman won the big car class.

News from the Clubs—continued

Ulster A.C. 25th "Annual"

DINNER-DANCE AT "CARLTON"

Nobody regretted more than the organizers having to restrict the number of tickets for the U.A.C.'s Silver Jubilee Dinner, but even the total of 250 proved rather a strain on the accommodation at the Carlton Restaurant last Friday. After cocktails, the guests seated themselves in various rooms throughout the building, the exiles in the upper rooms being kept *au courant* by a P.A. system in the best sporting tradition.

Brief and Witty Speeches

The speeches after dinner were both brief and witty. The club's Chairman, Mr. J. W. Haughton, introducing Major the Rt. Hon. Maynard Sinclair, M.P., Minister of Finance for Northern Ireland, referred to the astonishing fact that Major Sinclair had eased taxation on the Dundrod T.T.—"an unheard-

of thing for any Minister to do these days!" He went on to thank the Government of Northern Ireland for the very tangible assistance which they had given to revive this classic event.

Minister's Car Bugged at Dundrod

Major Sinclair, proposing the toast of "The Club", with wry humour related how his car had been so thoroughly bogged down in its Dundrod car park that a crane proved necessary to remove it. However, members were cheered by a faint suggestion in his speech that there might be something a little better in the way of car parks next year. Responding, Vice-Chairman H. C. Reid expressed pleasure in the fact that the club's chairman and hon. secretary had been granted honorary membership of the R.A.C., and that the club membership now

exceeded 700. Other speakers included Mr. J. H. King, Chairman of the Scottish Sporting Car Club, and Mr. C. H. Murphy, secretary of the Automobile Association of Eire, who collaborates each year with Mr. Scott Devlin of the Ulster A.A. in temporarily abolishing the Border for the Circuit of Ireland Trial.

Gordon Neill, the club's hon. secretary and treasurer, announced that three gold medals had been found, stamped with the original name of the club, the Ulster Sports Club. These, in a very pleasing ceremony, Mrs. Maynard Sinclair presented to the three oldest active members of the club, Denis Boyd, Hugh Bryson, and John Nixon, renowned for their yeoman service, in, respectively, timing, starting, and scrutineering. Other awards were made as follow:

Ladies' Trophy—Mrs. J. L. Dowling. Ex-Service Members' Cup—C. F. C. Lindsay. Victor Ferguson Memorial Trophy—C. E. Ross. First Class Award—H. L. S. Jefferson. Second Class Awards—W. T. Todd, D. P. Johnston, D. H. McWhir, C. F. C. Lindsay, D. G. Johnston, W. R. Chambers, W. P. McCaughey, R. J. Adams, W. A. Dowling, and G. Wolseley.

CYRIL BOLD wins on



OIL



Photo by J. Boulton

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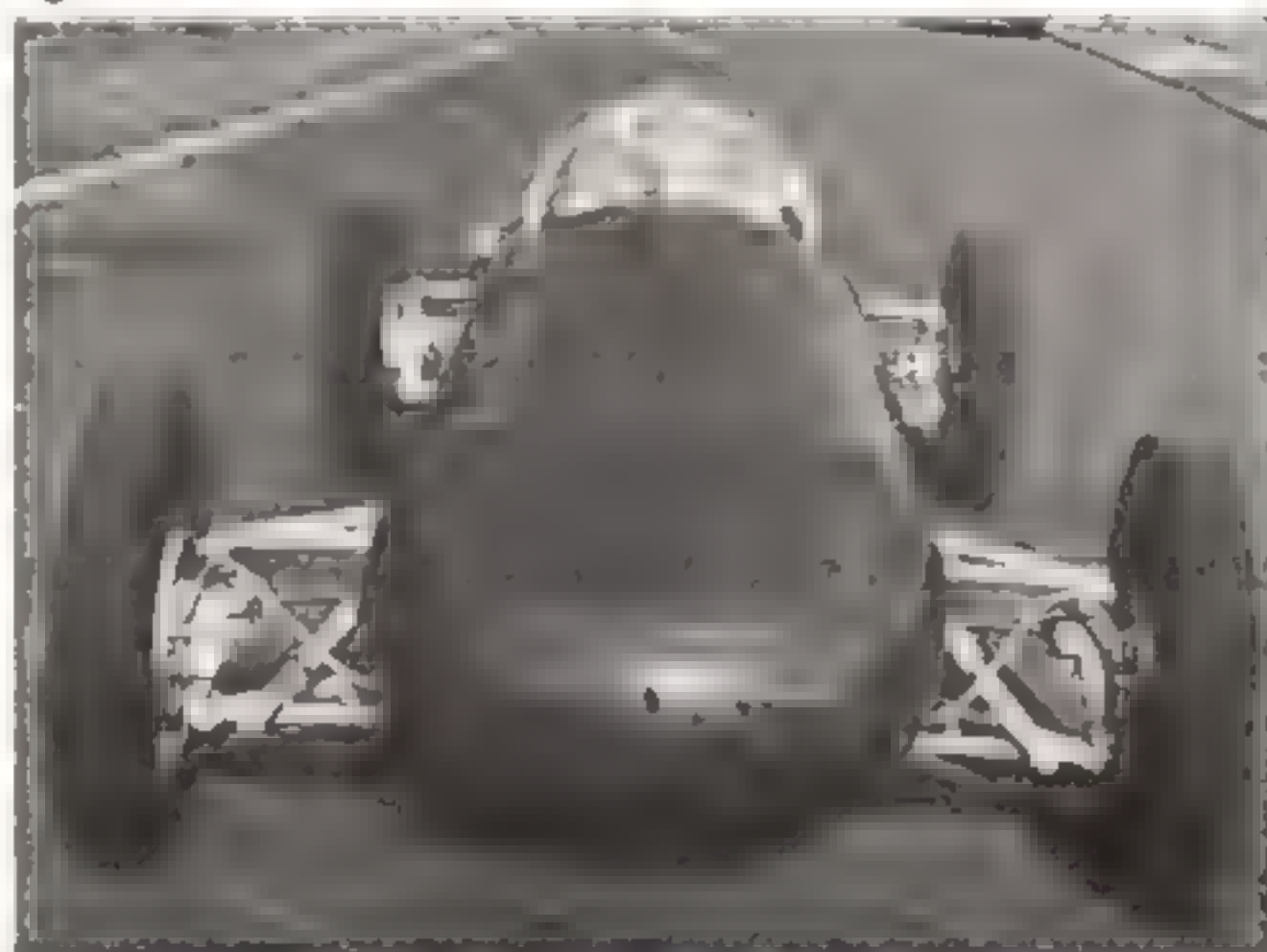
50 Kilos, 78.44 m.p.h.
50 Miles, 78.75.
100 Kilos, 79.08.
1 Hour, 79.37
100 Miles, 79.62
200 Kilos, 77.11

*

CLASS "I" (Up to 500 c.c.)

Drivers, Stirling Moss,
Ken Gregory and Jack
Neill.

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50 Miles, 90.63,
100 Kilos, 90.87
1 Hour, 91.34;
100 Miles, 91.4,
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£225. Alvis 1931 12/60 beetleback 2/3-seater.

£145. Alvis 12/51 wide 2-seater and dickey.

£90. Alvis 12/50 Utility Truck Body.

All cars available on immediate Hire Purchase or Part Exchange. Insurance on the spot.

ALTON GARAGE, "The Alvis People", 17 Brook Mews North, Craven Road, Padd. 3952 and 4710.

BENTLEY

1927 Bentley Saloon 6½-litre, excellent mechanical condition, magnetos rewound, new batteries. Taxed and insured. £150. Urwin, 59 Victoria Road, Whalley Range, Manchester.

FRAZER-NASH

TANKARD & SMITH LIMITED offer Frazer-Nash 1½-litre supercharged twin O.H.C. Anson with twin Scintilla magnetos, dry sump lubrication, auxiliary oil tank, etc. The chassis is special throughout incorporating half-elliptic rear suspension, duplex chain drive, deeply finned brake drums and chromium plated front axle and steering arms. The two-seater coachwork is streamlined, finished in Alfa red with matching upholstery and chromium plated exhaust system, full electric starting and lighting system, etc. This car, which is reputed to have been built by Eldridge, is ready for competition work and is capable of speeds in excess of 100 m.p.h. First registered 1946. £575. 194/198 Kings Road, Chelsea, S.W.3.

FRAZER-NASH-BMW

1936 Type 55 2-seater, 42,000, new hood, tyres, battery. Fitted Andre Telecontrols, Scintilla mag. Wonderful condition. £425. Dennis, "Meadowview", Camelford, Cornwall.

M.G.

M.G. K Type 2-seater, green/grey. Good tyres, battery. Thoroughly overhauled, good condition. Fast. Seen London. £387 or best offer. Phone Sloane 3440 Ext. 294.

M.G. "N" Magnette, 1934, good order. £240 or exchange Fiat 500. Robertson, The Crescent, Salby, Yorks.

RILEY

BROOKLANDS Riley 9 2-seater, 3,000 miles since complete rebuild including engine sleeved, crank ground, all engine internals highly polished, 8½-1 compression ratio, racing carbs., new B.T.H. Mag. clutch, brakes, steering overhauled, outside exhaust, new hood, tonneau cover, new tyres and batteries, recellulosed ivory and rechromed. Speeds 30, 50, 70, 90 m.p.h., 40 m.p.g. Amazing road-holding and cornering. Family reasons for sale, or exchange for 4-seater. £290. Carter, 1 Malvern Grove, Wittington, Manchester. Tel. Didsbury 5595.

TANKARD & SMITH LIMITED, 1935 Riley 9 h.p. limo super sports two-seater, colour maroon with red leather upholstery. Special engine, specification includes twin carburettor, Scintilla Vertex magnetos, pre-selector gearbox. Whole car is in immaculate condition throughout. £525. 194/198 Kings Road, Chelsea, S.W.3.

£190 Riley Falcon Saloon 1½-litre, pre-selector, perfect running order. Churchill, R.A.C. Circuit, Silverstone.

1936 Riley 12-4 Lynx open 4-seater in superb condition, finished in metallic grey with green leather upholstery. Excellent all-weather equipment with full length tonneau cover. Lovely motor, 60 lb. pressure when hot. Perfect chrome, 16 inch tyres all round. Built-in jacks, etc., a perfect example of a most sought after model offered at the remarkably low figure of £165. Terms or exchanges with pleasure. Mercury Motors, 383 Northolt Road, South Harrow, BYRON 2057.

SINGER

1936 Singer Le Mans, engine, bodywork good condition. £200. Phone Colindale 5110, evenings.

RACING CARS

B Type E.R.A. 1,500 c.c. supercharged single-seater racing car, new engine, 120 m.m. supercharger, gearbox overhauled by makers. 4.5-1 ZF type rear axle, chassis and axles thoroughly reconditioned. New Girling S.A., car ready for next season's Formula 1 racing. Ex. Seaman and Cotton. £1,100 or near offer. Apply T. C. Harrison, Ltd., 53-61 London Road, Sheffield, 2.

MONACO 500 c.c. (Norton Beart-tuned), winner of 22 awards 1950 season, holds all sprint class and course records for 400 yards and half mile. Fastest time ever recorded by 500 c.c. at Gosport on 16th Sept. (for 400 yards) in Great Britain, Time 15.53 secs. Offers invited to Claude Tipper, 7 Queensbury Mansions, Parsonage Road, Bournemouth (Tel. Bournemouth 4943).

1951 KIEFT International record breaking 500 c.c. Racing Car. This car broke seven International records at Montlhéry on 23rd November in the 500 c.c. class, including the 100 miles at 91.4 m.p.h., and the 200 miles at 86.99 m.p.h.

It is complete with long-range tanks and fuel pumps, etc. The condition is as new and the reliability and speed has been proved.

The car can be purchased either with a Double Knock Norton Engine for £745, or Single Cam Norton Engine for £695, the engines being tuned by Mr. Steve Lancefield, who supervised the running when the Kieft cars broke fourteen International records on 21st and 23rd November.

Genuine enquiries only please, with stamped and addressed envelopes, or phone Kieft Cars, Bridgend, South Wales, Bridgend 930.

VINTAGE CARS

VINTAGE 1926 Sunbeam 14/40 cabriolet, speedo 50 thousand, new tyres, battery, paint. Completely overhauled. 60 m.p.h., 25 m.p.g. Magnificent specimen. £200. G. N. Mackenzie, 38 Hampson Road, Southport, Lancs.

MISCELLANEOUS

BEVERLEY MOTORS (N. H. Mann, Proprietor) undertake special coachwork designs, primarily on Alfa-Romeo chassis, but also on any other good quality sports car chassis. Enquiries to Alric House, Alric Avenue, New Malden. Phone Malden 4403.

LATEST Ford 30 h.p. V8 Carb. and petrol pump, 12V dynamo, starter, distributor, coil. 150 miles only. Also 1936 V8 chassis frame, front axle, shockers, 6-blade fan and inlet manifold. £13 lot or offer. 56 Harrow Road, Bedford, Middlesex.

DUPLICATING/TYPERWRITING. Post us your Club Reports, Agendas, Circular Letters, etc., for prompt attention at reasonable rates. "Duplicating Services", 16 Springhill Park, Penn, Wolverhampton.

TRAILER, low loading, built for 500 car. New tyres. £16. Neve, Wall's Pit House, Stranton, Warrington.

MERTON MOTORS

(Bruce Spollon, Proprietor)

Frazer-Nash T.T. Replica 1935-6 Blackburn twin cam, 6 Arnals, 5 new tyres, outside exhaust, genuine performance. £200.

Delage D.B. 1934 Sports Coupé, £300 overhaul, £80 worth of extras, as new. £275.

Bentley 3-litre Red Label, fitted specially tuned 4½ engine rebuilt regardless expense, 115 m.p.h. £425.

Merton Motors, 18 Mary Street, Balsall Heath, Birmingham, 12.

BEADED-EDGE Tyres, 710 x 90 new. Offers or exchange 700 x 80. Bonavia, Prestbury, Cheshire.

FOR SALE. Garage, situated in West Country city. High-class business covering all types of vehicles. Well equipped, electric petrol pumps. Good stock. 2,100 sq. ft. floor area. Genuine reason for sale. £3,500. Box 289.

SET (4) Sidescreens, fawn, condition good, fit M.G. Type TC. 95s., carriage paid. H. L. D., 8 Tolver Place, Penzance.

BLAKES,

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Specialists offer:

1949 Triumph "2,000" Roadster finished in champagne with maroon hood and interior. Ikco radio, speedometer reading 8,000 miles. Immaculate throughout. £1,075.

1948 Les-Francis 14 h.p. Sports 2-seater, 22,000 miles. Electric blue with grey interior. Overall zip tonneau cover, deflector screens, remote control gear change, etc. A very nice example. £875.

1949 (Reg.) A.C. Competition model 2-seater. Under 3,000 miles. Finished metallic blue with maroon trim. Fitted with rev. counter, passlight, etc. Absolutely as brand new in every way. £895.

1930 Alvis Silver Eagle semi-coupé. Reputed 33,000 miles only. Navy blue with lined leather hood. Tyres, battery, etc., excellent. Unmodified in every way. A really nice vintage model. £250.

BLAKES buy and sell racing and sport cars of all types, specialists in vintage Bentley. Write for lists and quotations.

J. BLAKE & CO., LTD.,

110 Bold Street, Liverpool.

Royal 6622. Grams Autocar, Liverpool.

(continued overleaf)

Sports-News

VESEY ECHO: Owing to a confusion of competition numbers, the picture of Jim Frost in our issue of 10th November (page 356) was actually that of Louis Oliver and his very workmanlike special. Apologies to both.

SINGER owners, especially of sports models, are asked to contact Keith MacDowall, 1 Halesworth Road, Lewisham, S.E.13, with a view to re-forming a Singer Car Club.

THE council of the Bugatti Owners' Club are willing to let Prescott Hill to other clubs during the 1951 season. Applications will be con-

sidered separately and the fee will depend upon the type of meeting proposed. The B.O.C. will consider accepting a small fee and a percentage of the takings. Interested club secretaries should write to Major G. Dixon-Spain, Prescott House, Gotherington, Cheltenham, Glos.

The Eight Clubs' organization is applying for a date.

THREE early four-wheeled cycle-cars are being entered for the M.C.C.'s "Exeter" Trial. Cycle-car enthusiasts willing to make up teams are urgently requested to contact Mr. Neil A. Smith of 46 East India Dock Road, London, E.14. A Carden owner would be particularly welcome,

otherwise G.W.K., G.N., A.V., Bedelia, Tamplin or similar type machines, in original and unmodified state.

MEMBERS of the Leeds University Union M.C. took part in a successful main road Trial on 12th November, the event being won by J. B. Mitchell in a Ford Special.

On the 16th November Mr. Denis Parkinson, winner of several Manx Grand Prix races and many other motor-cycle events gave the club a film show of road races and trials. A large audience appreciated his cryptic and witty comments which he punctuated with frequent sips at a pint of something or other.

Mr. Ian Appleyard spoke to the club the following week-end about motor sport and the French Alpine Rally. A run was made to the Y.S.C.C. Pennine Trophy Trial at Ripponden on the 26th.

CLASSIFIED ADVERTISEMENTS—continued

MISCELLANEOUS—continued

Bentley, 1926, Red Label 3-litre V.A.P. Tourer, fitted 1930 engine in original condition throughout, brand new hood, side-screens, etc., in maroon mahoe, body finished in duo-green, three owners only since new. Mechanically excellent, taxed. £265.

CLK 8, the famous ex-Ken Hutchinson Allied Special, fitted with Bugatti works body, twin Nür caps, Scintilla mag., winner of many awards, 100 m.p.h. plus, six almost new tyres, terrific acceleration, rebuilt and re-registered 1945, £10 tax. £385.

B.S.A. Scout, 1937, 2-seater, 37,000 only since new. Two owners only, very clean throughout. £215.

Standard Avon, 1937, 9 h.p. Sports 2-seater, new hood, engine recently re-bored, very smart little job. £135.

Alvis, 1932, Speed 20 Tourer, recent engine overhaul and bodywork excellent, tyres almost new, a real "cracker". £265.

Ford Ten 4-door saloon, June, 1935, fitted with late type engine and new tyres all round, genuine bargain, taxed. £195.

Jensen, 4-seater Tourer, 1937, terrific "urge", excellent condition, ideal trials job. £385.

Other stock includes 3-litre Invicta, F.W.D. Alvis, M.G. Magna, Austin Seven Tourer, M.G. Midget, 44-litre pillarless Lagonda Saloon, Triumph Twelve Saloon, etc.

We welcome your enquiries. Write, phone or call for immediate personal attention to

SPRINGBOK MOTORS

141, 143 Green Lane, Palmers Green
London, N.13 BOWes Park 5740

FORD ENTHUSIASTS. New 10 h.p. engines complete with all accessories. For outright sale, or in exchange for your old "Ten" unit. Or by special arrangement your old 8 h.p. unit. Also gear-boxes to suit above. Exchange price £42 10s. Alpha Garage and Engineering Co., Westergate, Aldingbourne, near Chichester, Sussex. Eastergate 327 (Ford stockists).

SOLID drawn steel tubes, bright and H.T. steel bars, light alloys, etc., from stockists. C. S. Harbour, Nym Hill Garage, Great West Road, Isleworth, Middx.

HORNET SPECIAL Chassis and Engine. Rebuilt by enthusiast, all new parts, sixty miles running in. Owner leaving country. 49 Wheelwright Lane, Coventry. Tel. 88030.

GRAYS MANUFACTURING COMPANY

Peter Mould's outstanding 35 C Bugatti, one of the fastest vintage racing cars in being. With sprint and circuit equipment. 1950 times, successes, and all details on request. £595.

On behalf of Mr. Chris Southall, 1927 D18 Delage with open 4-seater Kelsch body. Meticulous rebuild, handsome and definitely faultless. £270.

1911 Aston Martin 14-litre Le Mans, the well known AMD 335. Stripped and restored regardless. £425.

Exchanges. Phone Ashfield 1434.

MINWORTH, nr. BIRMINGHAM

FOR SALE, Marshall Supercharger complete with an induction system, Carburettor (Pulleys and Boost Gauge) suitable for 14-litre M.G. or similar. Also 500 c.c. Scott specially built Racing Engine, 1948, complete with gearbox and all accessories. Spare gear ratios, pistons, heads, etc. Suitable for dope or straight petrol. Also four 3.50 in. x 19 in. Dunlop tyres, almost new. Offers considered for any of the above. Denis G. Flather, Croft House, Lyndhurst Road, Brinscliffe, Sheffield 11.

BALLARDS CLUB

(Proprietor—OSCAR MROSE)

THE meeting place in North London for those interested in motor racing. Excellent cuisine and moderate prices in conjunction with a pleasant atmosphere make this Club somewhat unique.

For particulars apply to the
Secretary,
204 Ballards Lane, Finchley, N.3.

M.G. Wire Wheels, 19 in., at £4 10s. each with used 4.50 in. Tyres £6 10s. Worth new £11 12s. Also set side-screens, £5. F. E. Rowland, "West Heath", Leicester Road, Hale, Cheshire.

MOTORING SCARVES FOR XMAS

BEAUTIFUL Scarves made to order, with your own car, club, or selection of sports car badges, hand-block printed in an interesting design.

Ladies' large squares in wool taffeta, 2 yds.

Smaller squares, £1 10s.

Men's long scarves, 17s. 6d.

Postage and Christmas packing 9d. extra.

Miss Ailsa Horlock,

54 Beauchamp Place, London, S.W.3. KENington 5404.

CHROME plated Aero screens. Headlamp and Radiator Stoneguards. Racing filler caps, light alloy wings, components, Bonnet straps. Stamp for latest lists. Components Dept., Competition Cars Ltd., The Old Maltings, Nayland, Colchester.

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(Gd Tyrer, Managing Director)

1936 (Jan.) M.G. PB 9 h.p. 2-seater, finished Red, very good condition. £295.

1936 (March) PB 2-seater, finished Green, engine reconditioned 1950. £295.

1948 (June) Standard 8 Open 4-seater, one owner, 17,000 miles. £475.

1938 Fraser-Nash-BMW Type 328 100 m.p.h. 2-seater, taken by us in part exchange and offered cheap for quick sale. £595.

LITHERLAND MOTORS (LIVERPOOL) LTD.
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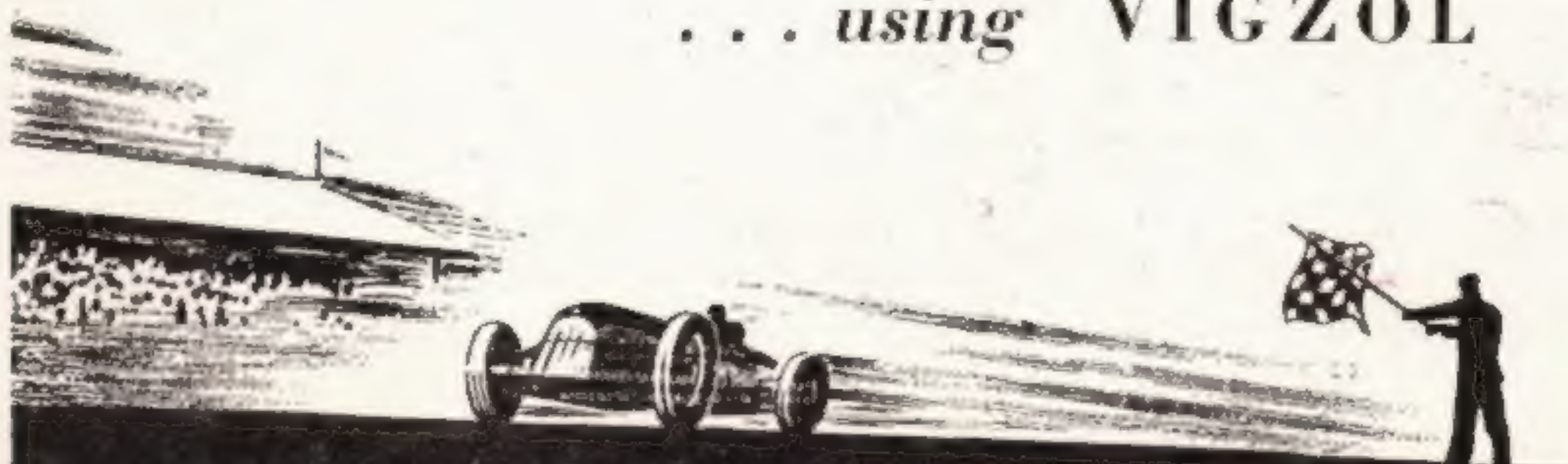
in a



★ 50 kms.	-	-	78.44 m.p.h.
★ 50 miles	-	-	78.75 ..
★ 100 kms.	-	-	79.08 ..
★ 1 hour	-	-	79.37 ..
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